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SAN FRANCISCO
CITY PLANNING COMMISSION

Minutes of the Regular Meeting held Thursday, April 1, 1971.

The City Planning Commission met pursuant to notice on Thursday, April 1, 1971, at 1:30 p.m. in the meeting room at 100 Larkin Street.

PRESENT: James J. Finn, Thomas J. Mellon/Thomas D. Miller, John Ritchie, and Hector E. Rueda, members of the City Planning Commission.

ABSENT: Walter S. Newman, President; Mortimer Fleishhacker and Mrs. Charles Porter, members of the City Planning Commission.

The staff of the Department of City Planning was represented by Edward I. Murphy, Assistant Director of Planning; R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator); Robert Passmore, Planner V - Zoning; Daniel Sullivan, Planner III; Patricia Peterson, Planner II; and Lynn E. Pio, Secretary.

1:30 P.M. - 100 Larkin Street

Since a quorum was not present, Commissioner Ritchie recessed the meeting.

The Commission reconvened at 2:00 p.m. in Room 282, City Hall, with a quorum present.

2:00 P.M. - Room 282 - City Hall

APPROVAL OF MINUTES

It was moved by Commissioner Miller, seconded by Commissioner Finn and carried unanimously that the minutes of March 11, 1971, be approved as submitted.

CURRENT MATTERS

Edward I. Murphy, Assistant Director of Planning, recommended the adoption of a draft resolution which had been prepared to request a supplemental budget appropriation for replacement of an electric typewriter which had been stolen from the Department's annex office at 1212 Market Street. After discussion it was moved by Commissioner Finn, seconded by Commissioner Rueda, and carried unanimously that the draft resolution be adopted as City Planning Commission Resolution No. 6701.

April 1, 1971

R70.90 - Vacation of a portion of Carnelian Way

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), reported on this matter as follows:

"Carnelian Way is a 50-foot wide cul-de-sac improved with a 36-foot roadway on Red Rock hill in Diamond Heights. It opens off of Diamond Heights Boulevard and provides access to the undeveloped point of land located south of Clipper Street and west of Douglass Playground. The street was constructed by the Redevelopment Agency about 1963 along with other streets in Diamond Heights; it is a fee street. The Agency owns the abutting property and is the petitioner for the vacation, at the request of the current developer who is under contract to buy the property.

"The developer wants approximately the last 350 feet of the 1000-foot long cul-de-sac vacated in order to develop it as a private street with decorative paving and plantings at various points within the roadway; he feels that it can be made more attractive as a private street. The proposed development will consist of rental units, primarily townhouses but also some apartments over a parking structure. The area is zoned R-4 but the redevelopment plan provides for a much lower density.

"The Interdepartmental Staff Committee on Traffic and Transportation has considered the proposed vacation and has no objection; however, the Division of Traffic Engineering of the Department of Public Works wants to have a turnaround with a 96-foot diameter at the end of the public section of the street.

"The Redevelopment Agency as the abutting owner will have to pay for the vacated portion of the street unless the redevelopment plan for Diamond Heights is amended to show Carnelian Way terminating some 350 feet to the west of its present terminus. The cooperation agreement between the City and the Agency provides that the Agency need not pay for street areas vacated in accordance with the redevelopment plan."

Mr. Steele recommended that the proposed vacation of a portion of Carnelian Way be approved as in conformity with the Master Plan provided that a 96-foot diameter turnaround is provided and the easterly end of the public portion of the street.

After discussion it was moved by Commissioner Rueda, seconded by Commissioner Finn, and carried unanimously that the Director be authorized to report that the proposed vacation of a portion of Carnelian Way, as shown on SUR-3270, is in conformity with the Master Plan provided that a 96-foot diameter turnaround is provided at the easterly end of the public portion of the street.

April 1, 1971

CU71.10 - Northeast corner of Fillmore & Turk Streets

Request for a Planned Unit Development consisting of 142 efficiency and one-bedroom units for low- and moderate-income elderly people; and accessory commercial development. In a C-2 District.

(Under Advisement from meeting of March 1971)

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), remarked that the subject application had been taken under advisement from the meeting of March 4, 1971, at the request of WAPAC. During the interim a letter had been received from WAPAC indicating that the organization's approval of the requested density variance for the subject property. Mr. Steele stated that he had conducted a public hearing on another application for a parking variance for the project; however, he had not yet rendered a decision on that matter.

The Secretary read a letter which had been received from Audrey Smith, Chairwoman of WAPAC, stating that the members of her organization had voted a "do pass" recommendation on the density variance for the proposed project.

Vernon Thornton, Director of Planning for WAPAC, stated that the primary concern of his organization had been the proposed parking variance. However, he indicated that WAPAC had taken action to endorse that application, also. At this point in the proceedings, Commission Mellon arrived in the meeting room to replace Thomas G. Miller, his alternate.

Mr. Steele recommended that the application be approved subject to the five conditions which were contained in a draft resolution which he had prepared for consideration by the Commission.

Thomas Hsieh, architect for the developers of the subject property, indicated that he was present to answer any questions which might be raised by members of the Commission.

Commissioner Finn asked Mr. Hsieh if he had reviewed the conditions which were being recommended by Mr. Steele. Mr. Hsieh replied in the negative.

Mr. Steele stated that the conditions had been reviewed by the Redevelopment Agency.

Commissioner Finn wondered if Condition No. 3 of the draft resolution, which stated that the areas designated for multi-use dining and supervised recreation should be accessory only to the authorized dwelling units and should not be available for any use that is not incidental and subordinate to the residential use of the building, would preclude use of those facilities by the Queen Adah Lodge. Mr. Steele replied that the staff had understood that large meetings sponsored by the Lodge would ordinarily be held

in buildings such as the Civic Auditorium. Use of the multi-use dining and supervised recreation areas in the project for infrequent small gatherings of the Lodge would not be precluded by Condition No. 3 of the draft resolution.

Commissioner Rueda inquired about the rent structure of the proposed project. William Rosso, representing the Redevelopment Agency, replied that the residential use would be constructed under title 236 of the Federal Housing Act; and, as a result, a ceiling would be placed on the rental rates which would assure occupancy of the dwelling units by low- and moderate-income people. Furthermore, if rent supplements are available to residents of the project, the rents will be equivalent to those charged for public housing units.

After further discussion it was moved by Commissioner Finn, seconded by Commissioner Rueda, and carried unanimously that the draft resolution be adopted as City Planning Commission Resolution No. 6702 and that the application be approved subject to the conditions contained in the draft resolution.

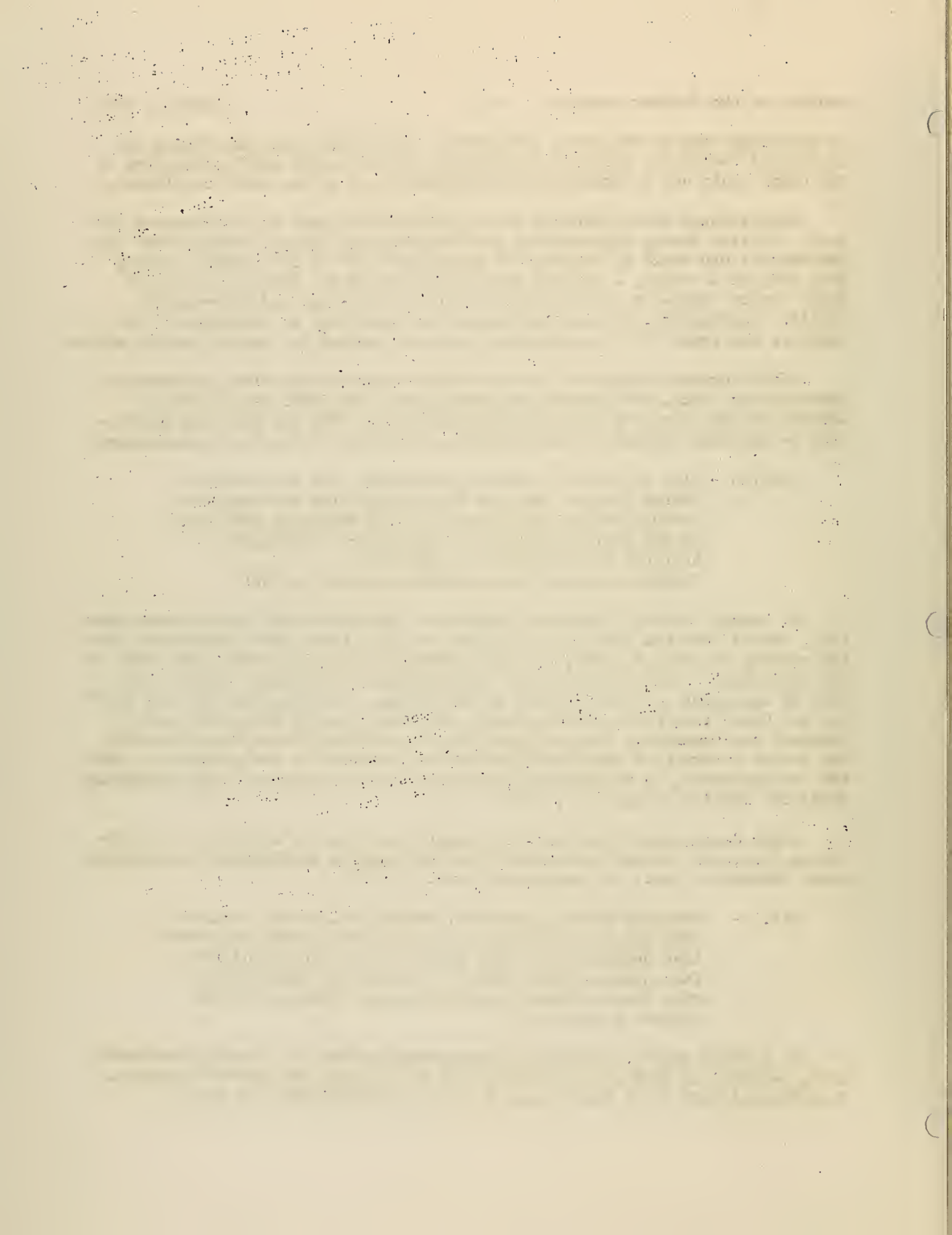
CU71.14 - 2110 - 2154 Post Street, northline, 37.5 feet west of Pierce Street. Request for modification of conditions established by Resolution No. 6233 requiring that 35% of the patients housed in the subject convalescent hospital be subsidized by Medi-Cal.
(Under Advisement from meeting of March 4, 1971)

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), stated that the subject application had been taken under advisement from the meeting of March 4, 1971, to allow further discussion between the staff of the Department of City Planning and the applicant to determine whether some sort of agreement could be reached on the matter. He indicated that the staff had not heard from the applicant during the first half of the month; and he informed the Commission that the staff had not had sufficient time to review the latest information which had finally been provided by the applicant. Under the circumstances, he recommended that the matter be continued under advisement until the meeting of April 15, 1971.

After discussion it was moved by Commissioner Rueda, seconded by Commissioner Finn, and carried unanimously that the subject application be continued under advisement until the meeting of April 15, 1971.

S71.1 - Hartford Street, eastline, between 87.33 feet south of 17th Street and 100 feet north of 18th Street and northline between 91.25 feet south of 17th Street and 100 feet north of 18th Street. Request for establishment of a front setback along the entire frontages of the subject properties.

R. Spencer Steele, Assistant Director-Implementation (Zoning Administrator), referred to land use and zoning maps to describe the subject property. He indicated that 15 of the subject lots are developed with one family



dwellings, five with two family dwellings and five with three family dwellings. One of the lots is currently vacant. He stated that the subject application had been initiated by the City Planning Commission in response to a request from the Eureka Valley Promotion Association which had submitted a petition signed by 12 property owners and 9 residents of the block in favor of the establishment of a front setback line on both sides of the street. The setback line which was being proposed would conform to the existing uniform building setback lines of 15 feet on the east side of the street and 14 feet on the west side of the street. The setback line would not affect properties located at the intersection of Hartford and 17th Streets or at the intersection of Hartford and 18th Streets. Mr. Steele stated that it was his understanding that the owner of the vacant parcel of property was opposed to establishment of the proposed setback line; however, he remarked that establishment of the setback line would have no effect on the number of units which could be constructed on the vacant parcel of property.

Anthony J. Cabral, 57 Hartford Street, stated that the property which is owned by his wife is located immediately adjacent to the vacant parcel of property; and he indicated that he would be opposed to the construction of a building next door which would extend all the way to the sidewalk. He remarked that many owners of property on Hartford Street were not able to attend afternoon meetings of the Commission; however, he indicated that a large number of them had signed a petition requesting that a setback line be established.

The owner of property located at 48 Hartford Street indicated that she was in favor of establishment of the proposed setback line.

Mrs. Gallagher, owner of the vacant lot and of two adjoining parcels of property, believed that establishment of the setback line would decrease the value of properties on the street because of the restrictions which it would place on future developments. She understood that the area to be included within the setback could not be used in square footage calculations; and, as a result, the building potential of properties on the street would be reduced by at least one unit. She felt that establishment of the setback line would be similar to "spot zoning" of properties on the street; and she felt that it should not be approved. She stated that she had torn down the building which had previously occupied lot 29 because it was in a disreputable condition. She felt that residents of the street had requested establishment of the setback line to prevent the construction of another large apartment building similar to the one located at the corner of 17th and Hartford Streets; however, since the property which she owns is zoned R-3 rather than R-4, it could not be used for construction of a large apartment building in any case.

Mr. Steele advised Mrs. Gallagher that establishment of the proposed setback line would not affect the square footage calculation of her property. Since the vacant lot measures 25 feet x 120 feet, construction of a four unit building would continue to be permitted under the R-3 zoning of the site even if the setback line were to be established. The only effect of the setback

April 1, 1971

line would be to prevent any new building to be constructed on the property from extending within 15 feet of the sidewalk.

Mrs. Gallagher stated that her attorney had informed her that establishment of a setback line would result in the loss of one unit; and, by reducing the amount of the lot which could be covered by any new building to be constructed, the setback line would effectively reduce the size of the new building.

Mr. Steele remarked that any new building to be constructed on the property would have to observe the City Planning Code requirements for provision of a 25-foot rear yard and for a limit of 65% coverage of the site; and, because of those provisions, establishment of the proposed setback line would not have any real affect of the development potential of the property.

John Lie-Nielsen, representing Eden Vale Associates, owner of the house located at 20 Hartford Street and the Eden Vale Apartment Building on the southwest corner of 17th and Hartford Street, stated that he was sympathetic to the desire of property owners on Hartford Street to have a setback line established so that no buildings could be constructed in the center of the block which would break the historic setback on the block. However, he requested that the property located at 20 Hartford Street be excepted from the proposed setback. He stated that he and his associates intended to replace the Eden Vale Apartment Building within the next five to ten years; and, since the property located at 20 Hartford Street would be combined with the corner property at that time, they felt that it would be important to have a consistent building line along Hartford Street for the new apartment building.

Commissioner Ritchie, noting that the corner property is zoned R-4 whereas 20 Hartford St. is zoned R-3, asked if the Eden Vale Associates intended to request that the zoning of 20 Hartford Street be changed, also. Mr. Lie-Nielsen replied that he did intend to file an application for reclassification of the property at 20 Hartford Street in the future.

Mr. Steele, assuming that the new apartment building would front on 17th Street, remarked that the property located at 20 Hartford Street would have to be left vacant to fulfill the City Planning Code requirement for a 25-foot rear yard for the apartment building; and, as a result, the proposed setback line would not pose any difficulties for that project.

Mr. Lie-Neilsen remarked that the setback might prove to be an inconvenience if a decision were made to locate the rear yard of the proposed apartment building on the west side of the site.

Mrs. Gallagher observed that the character of the subject neighborhood is changing; and she felt that owners of property on Hartford Street should be concerned about the future building potential of their properties. In that

light, she believed that establishment of the proposed setback would prove to be disadvantageous to everyone concerned.

A. B. Gilmore, 32 Hartford Street, indicated that he was under the impression that approval of the subject application would involve the widening of Hartford Street. Mr. Steele explained that approval of the application would have no effect whatsoever on the width of the street. The only effect of the setback line would be to prevent the construction of any new buildings within 14 or 15 feet of the sidewalk.

Mr. Gilmore then stated that he was in favor of the subject application.

Mr. Steele recommended that the application be approved. He remarked that all of the properties on the east and west sides of Hartford Streets between 17th and 18th Streets presently conform to an existing uniform setback line of 15 feet on the east side of the street and 14 feet on the west side of the street. He indicated that the existing setbacks are unique to the subject block of Hartford Street and help to give the block a particularly desirable residential appearance; and, since intrusion of buildings into the existing setbacks in the block could not be prevented unless an official setback line were established, he felt that establishment of the official setback would be desirable. He also remarked that Urban Design Report No. 5 had contained a recommendation that traditional street facade lines should be maintained.

After further discussion it was approved by Commissioner Mellon, seconded by Commissioner Finn, and carried unanimously that Resolution No. 6703 be adopted and that the subject application be approved.

CURRENT MATTERS, CONTINUED

Mr. Steele advised the Commission that a letter had been received from the Clerk of the Board of Supervisors requesting a report from the City Planning Commission on a proposal to amend Section 117.1 of the Charter, which pertains to consideration by the Board of Supervisors of appeals from decisions of the City Planning Commission, to provide that the Board may postpone its hearings for more than the one week maximum now applicable, whether or not a full Board membership is in attendance, to provide that the Board's public hearing may be postponed to a future date following commencement thereof, and to provide that the Board's decision may be postponed to a date subsequent to that upon which the public hearing is concluded. The reply which had been prepared by the staff of the Department of City Planning read, in part, as follows:

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THE [illegible] OF THE [illegible] IN THE [illegible]

THE [illegible] OF THE [illegible] IN THE [illegible]

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THE [illegible] OF THE [illegible] IN THE [illegible]

"The proposed amendment as we understand it has two aspects. First, it would allow the Board to postpone its hearing of an appeal from a City Planning Commission disapproval, without either having to decide such appeal within ten days of the time originally set for hearing, or being obligated to postpone said hearing and decision from week to week pending attendance by the full membership of the Board. Second, the proposal would allow continuance of the Board public hearing to another date once commenced, and would further allow postponement of the decision to a date subsequent to the conclusion of the hearing.

"With respect to the first point above, we believe there is merit in allowing the Board to postpone its hearing to a definite date in the future, without being restricted by the Charter to the one-week maximum now applicable. Numerous members of the public have expressed to this Department their desire to make their views known at public hearings without being subject to undue delays and inconvenience. Since Board hearings are held during the daytime, among those who attend are working people who must arrange time off from their jobs and mothers who must make special arrangements for child care. These persons and others who attend are vitally concerned about the planning issues involved, which often affect the living conditions and property values of the neighborhood. If compelled to return week after week to City Hall, they have expressed fears to us that there will inevitably be a falling off in attendance by the general public whereas the applicant and his professional representatives will continue to attend, which would imbalance the testimony before the Board.

"We therefore have no objection to a proposed Charter amendment which would remove the basis for an uncertain week to week delay, while still permitting the Board in its discretion to postpone the hearing to a definite date.

"As to the second aspect of the proposal, we feel that continuance of a hearing, and postponement of the decision after the hearing is concluded, are matters within the purview of the legislative body, and not appropriate for the Planning Commission to comment."

After discussion it was moved by Commissioner Mellon, seconded by Commissioner Rueda, and carried unanimously that the staff of the Department of City Planning be authorized to transmit the letter which had been prepared by Mr. Steele.

April 1, 1971

CU71.16 Alemany Boulevard, northwest line, 507.207 feet, southwest of Crescent Avenue. Request for an automatic automobile wash in a C-2 District.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), stated that the Department of Public Works had included funds in its budget for the next fiscal year to extend Folsom Street to Alemany Boulevard in order to provide an egress route from Bernal Hill; and, since construction of the new street would be in conflict with the automatic automobile wash being requested by the applicant he recommended that hearing of the subject application be postponed until the Commission's regular meeting on July 1, 1971, at 2:00 P.M., by which time it will be known whether the budget request of the Department of Public Works of construction of the street has been approved. He stated that a letter had been received from the applicant requesting such a postponement.

Commissioner Rueda asked if egress from Bernal Hill could be provided by some means other than extension of Folsom Street. Mr. Steele replied in the affirmative but indicated that the Department of Public Works had determined that the proposed extension of Folsom Street would be the most desirable of the alternatives available.

After further discussion it was moved by Commissioner Finn, seconded by Commissioner Rueda, and carried unanimously that the subject application be postponed until the meeting of July 1, 1971, at 2:00 P.M.

At 2:55 P.M. Commissioner Ritchie announced a five minute recess. The Commission reconvened at 3:00 P.M. and proceeded with hearing of the remainder of the agenda.

CU71.15 3500 Army Street northwest corner of Valencia Street
Request for an automobile sales lot for used automobiles in a C-2 District.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), referred to land use and zoning maps to describe the subject property. He stated that the property, which has frontages of approximately 115 feet on Army Street and 46 feet on Valencia Street, has an area of approximately 7,237 square feet. The property, which had previously been used for an automobile service station, had been used for the sale of used automobiles since late 1970; and, because such a use of property without conditional use authorization was illegal, the Department of City Planning had commenced enforcement action against the use. The subject application had been filed in order to legalize use of the property for the sale of used automobiles. Mr. Steele also informed the Commission that two billboards are located on the property.

April 1, 1971

No one was present to speak in favor of or in opposition to the subject application.

Mr. Steele recommended that the application be approved subject to five specific conditions which were contained in a draft resolution which he had prepared for consideration by the Commission.

At this point in the proceedings, Peter Castro, the applicant, appeared in the meeting room and was asked by Commissioner Finn if he had reviewed the conditions which were being recommended by Mr. Steele. Mr. Castro replied in the affirmative and remarked that he did not feel that he could afford to install the street trees being proposed by the staff of the Department of City Planning.

Commissioner Ritchie asked Mr. Castro if he would be willing to conform to the requirements proposed by the staff of the Department of City Planning if the draft resolution were to be adopted by the Commission. Mr. Castro replied that it would be difficult for him to provide trees at 15 or 20-foot intervals on the Army Street and Valencia frontages of the site since a total of approximately nine trees would be involved; however, he would be willing to install four street trees between the driveway. He also objected to the staff's proposal that fixed wheel-guards be installed along the property lines to prevent encroachments onto the sidewalks. While he appreciated the intent of the staff in recommending that requirement, he remarked that such matters are usually handled by the Police Department. Also, while the staff of the Department of City Planning was recommending that only two access driveways with a maximum width of 20 feet be allowed to the site and that other existing dropped curbs should be eliminated, he indicated that he would prefer to retain all of the existing driveways. Since the Salvation Army, St. Luke's Hospital and Sears all have parking lots of their own, there is no need for additional curb-side parking in the area; and removal of the existing driveways would be a hindrance to him in his effort to make a living. He stated that he had already gone to considerable expense to improve the appearance of the property; and, since he had not been able to obtain a long-term lease on the site from the Salvation Army, he wished to avoid having to spend any more money than necessary on landscaping or other improvements which were being recommended by the staff of the Department of City Planning.

Commissioner Ritchie emphasized that Mr. Castro would be required to conform to the conditions specified in the draft resolution if the resolution were to be adopted by the Commission.

Mr. Steele remarked that the terms of the conditions contained in the draft resolution were flexible insofar as they were related to plans which were to be developed by the applicant in consultation with the staff of the Department of City Planning. He remarked, however, that landscaping of the site would be particularly important in view of the proximity of the new St. Luke's Hospital

April 1, 1971

building across the street; and he felt that installation of wheel-guards would be necessary to assure that automobiles will not be parked on the sidewalks. Furthermore, the required improvements would have to be installed within 60 days of the adoption of the draft resolution by the City Planning Commission.

Commissioner Rueda asked how many street trees the staff of the Department of City Planning intended to require for the site. Mr. Steele replied that the number of street trees to be required would ultimately depend on the location of the driveways.

Commissioner Finn inquired about the duration of the applicant's lease on the subject property. Mr. Castro replied that the lease will expire in October. He indicated that he had attempted to obtain a longer lease with a 60 day cancellation clause; however, the Salvation Army, the owner of the property, intends to construct a new building on the site when satisfactory financing has been obtained.

Commissioner Ritchie remarked that the Salvation Army might be willing to share in the cost of installing the street trees. Mr. Castro replied that the rent charged for the property is fair; and, since he did not like to harass his landlords, he would pay for the street trees himself if they were to be required.

Commissioner Mellon suggested that Mr. Castro should discuss the matter with the Salvation Army. In view of the circumstances involved, he believed that the Salvation Army might either be willing to extend the lease or else to pay for some of the required improvements.

After further discussion it was moved by Commissioner Mellon, seconded by Commissioner Finn, and carried unanimously that the draft resolution be adopted as City Planning Commission Resolution No. 6704 and that the application be approved subject to the conditions contained in the draft resolution.

ZM71.5 - 170 Thrift Street, northline, between 200 feet and
275 feet east of Capitol Avenue.
R-1 to an R-2 District

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), referred to land use and zoning maps to describe the subject property. He indicated that the subject rectangular lot, with a frontage of 75 feet on Thrift Street and a depth of 125 feet, has an area of 9,375 square feet. The property, which is presently vacant, is zoned R-1 and is surrounded by an R-1 zoning district. The applicant had requested that the property be reclassified from R-1 to R-2 to allow construction of a total of six dwelling units in three two-unit buildings whereas the present R-1 zoning of the property would allow construction of only three dwelling units.

Mattie M. Balinton, the applicant, submitted a photograph of the subject property. She stated that she had written a letter to Mr. Steele indicating

1912

1912

The first of the year was a very dry one, with only a few showers of rain. The temperature was generally high, and the wind was strong and dry. The crops were in good condition, and the stock was well fed.

The second of the year was a very wet one, with many showers of rain. The temperature was generally low, and the wind was strong and wet. The crops were in poor condition, and the stock was not well fed.

The third of the year was a very dry one, with only a few showers of rain. The temperature was generally high, and the wind was strong and dry. The crops were in good condition, and the stock was well fed.

The fourth of the year was a very wet one, with many showers of rain. The temperature was generally low, and the wind was strong and wet. The crops were in poor condition, and the stock was not well fed.

The fifth of the year was a very dry one, with only a few showers of rain. The temperature was generally high, and the wind was strong and dry. The crops were in good condition, and the stock was well fed.

The sixth of the year was a very wet one, with many showers of rain. The temperature was generally low, and the wind was strong and wet. The crops were in poor condition, and the stock was not well fed.

The seventh of the year was a very dry one, with only a few showers of rain. The temperature was generally high, and the wind was strong and dry. The crops were in good condition, and the stock was well fed.

The eighth of the year was a very wet one, with many showers of rain. The temperature was generally low, and the wind was strong and wet. The crops were in poor condition, and the stock was not well fed.

The ninth of the year was a very dry one, with only a few showers of rain. The temperature was generally high, and the wind was strong and dry. The crops were in good condition, and the stock was well fed.

The tenth of the year was a very wet one, with many showers of rain. The temperature was generally low, and the wind was strong and wet. The crops were in poor condition, and the stock was not well fed.

The eleventh of the year was a very dry one, with only a few showers of rain. The temperature was generally high, and the wind was strong and dry. The crops were in good condition, and the stock was well fed.

April 1, 1971

that she wished to construct three buildings containing two flats each on the subject property; and when she had been advised that such a development could not be permitted by the existing R-1 zoning, she had filed the subject application requesting that the property be rezoned to R-2. Because she is involved in the real estate business, she was aware of the need for additional housing in San Francisco; and she felt that all the citizens of the City should do everything possible to create more and better housing whenever they have an opportunity to do so. Since she could afford to construct three dwelling units more than the number of dwelling units called for on the subject site, she hoped that the subject application would be approved so that she could carry out her project as planned.

Commissioner Ritchie pointed out that reclassification of the subject property to R-2 would constitute spot zoning since all of the other properties in the area are zoned R-1. In reply, Mrs. Balinton read from a letter which she had previously submitted to the Department of City Planning as follows:

"As a licensed real estate broker in San Francisco, certain inadequacies in the city's housing situation have come to my attention, and it is concerning these inadequacies that I address you.

"My first recommendation is that a study be formulated to appraise the present real estate situation so that legislation can be initiated, or some other means introduced to rezone land parcels. Rezoning should be accomplished where it is possible and/or feasible to provide more adequate housing units for the lower and middle income groups, working towards the elimination of slum. Where two or more lots are presently adjoining, rezone that parcel to accommodate multiple family dwelling units without harm, protrusion or intrusion to other uninvolved property owners. Rezoning and rebuilding of this progressive nature would put San Francisco in a position to deal more effectively with future development and expansion.

"San Francisco is presently suffering due to its antiquated zoning laws which do not realistically meet the demands that the city's industry, commerce and population have put upon its shortages of building space and vacant lots. These are crippling conditions which must be resolved for the benefit of the people of San Francisco. Rezoning must be done to protect the interest of San Francisco's lower and middle income groups rather than to enhance profit for a particular business interest.

"The Richmond District is a prime example of good zoning ordinance. In 1964 a land use survey made in the Richmond District showed:

63.13 acres were zoned R-1-D; 74.46 acres were zoned R-1;
294.40 acres were zoned R-2; 261.72 acres were zoned R-3;

April 1, 1971

18.88 acres were zoned R-4; there was no R-5 zoning.

8.84 acres were zoned C-1; 36.71 were zoned C-2; there

was no C-3 zoning. 33.44 acres were zoned P.

There is a total of 1205.52 gross acres and 791.58 net acres. This includes a boundary from Park-Presidio Blvd., Fulton Street, Gréat Highway, Lincoln Park, Pacific Ocean, Presidio of San Francisco, and covers 413.94 Street acres.

"This information leads me to feel that my request for rezoning three adjoining lots at 170 Thrift Street, is needed, is reasonable, and should be granted. This is something that I would personally like to see done as my contribution towards creating more of the much-needed housing for the people of San Francisco."

Mrs. Gene Henderson, 144 Thrift Street, stated that she had lived in the neighborhood since 1941. She remarked that residents of the neighborhood, who have meager incomes, have been trying to improve the neighborhood and to make it a better area in which to raise families; and, since they could not afford to move to other neighborhoods, they were committed to raising their families in the area to the best of their abilities. She remarked that a number of families had left the neighborhood to buy houses in other areas; and, as a result, some of the houses in the neighborhood are being rented by real estate agents. If the zoning of the subject property were to be changed from R-1 to R-2, the property could be developed with an apartment building or a rest home; and, since such uses would be extremely detrimental to the neighborhood, she and her neighbors hoped that the subject application would be disapproved.

Mr. Steele recommended that the subject application be disapproved. He remarked that approval of the application would constitute an obvious classic case of spot zoning which would give a privilege to one property owner which is not enjoyed by other property owners in the same area; and, he noted that courts throughout the country, as well as in California, had held spot zoning to be illegal. Furthermore, development of the subject property with a housing complex would not be in conformity with the one family row housing typical of the area; and, as a result, such development would be detrimental to the neighborhood. In conclusion, he stated that no public need or benefit for the proposed reclassification had been demonstrated.

Commissioner Ritchie asked how many people were present in the audience in opposition to the subject application. Nine people raised their hands.

After further discussion it was moved by Commissioner Rueda, seconded by Commissioner Finn, and carried unanimously that Resolution No. 6705 be adopted and that the subject application be disapproved.

The meeting was adjourned at 3:30 p.m.

Respectfully submitted,

Lynn E. Pio
Secretary

DIRECTOR'S COPY

SAN FRANCISCO
CITY PLANNING COMMISSION

Minutes of the Regular Meeting held Thursday, April 8, 1971.

The City Planning Commission met pursuant to notice on Thursday, April 8, 1971, at 2:15 p.m. in the meeting room at 100 Larkin Street.

PRESENT: Walter S. Newman, President; James J. Finn, Thomas J. Mellon, Mrs. Charles B. Porter, John Ritchie, and Hector E. Rueda, members of the City Planning Commission.

ABSENT: Mortimer Fleishhacker, member of the City Planning Commission.

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; R. Spencer Steele, Assistant Director-Implementation (Zoning Administrator); Dean L. Macris, Assistant Director-Plans and Programs; Robert Passmore, Planner V - Zoning; Trixie Ryan, Planner II; James White, Planner II; Emily Hill, Planner I; and Lynn E. Pio, Secretary.

Donald Canter represented the San Francisco Examiner; Ralph Craib, represented the San Francisco Chronicle.

APPROVAL OF MINUTES

It was moved by Commissioner Porter, seconded by Commissioner Rueda, and carried unanimously that the minutes of the meeting of March 4, 1971, be approved as submitted.

CURRENT MATTERS

Allan B. Jacobs, Director of Planning, requested Commissioners Newman and Porter to attend an ad hoc Urban Design Committee meeting next Thursday, April 15, at 1:15 p.m.

Commissioner Porter and the Director reported briefly on their recent attendance at the annual conference of the American Society of Planning Officials in New Orleans.

The Director reported on recent studies which may lead to revisions in the design of the Great Highway, as follows:

"In this year's review of the Capital Improvement Program, the Commission recommended that before the design of any improvements for pedestrian grade separations on Great Highway are begun, a reexamination of the role of this trafficway should be undertaken. The development of the Great Highway as a scenic parkway with smaller capacity and dimensions should be explored with the study to be done in cooperation with the Department of Public Works.

"In the Fire, Safety and Police Committee meeting of January 14, 1971, a petition requesting crosswalks and traffic signals on Great Highway was under consideration. The staff reported the Commission's position and was directed by the Committee to work with the Department of Public Works, the Recreation and Park Department, and the interested neighborhood organizations to reexamine the function of the Great Highway and to explore revisions of the existing road layout as a parkway.

"Existing and projected traffic demands in this area indicate that the two existing 50-foot wide roadways are more than adequate for moving traffic. This had led to the development of two concepts for roadway treatment, the single roadway layout prepared by the planning staff and the dual roadway layout prepared by the engineering staff.

"The single roadway concept narrows the roadway to two lanes in each direction with a median of variable width. The roadway is realigned to a gently curving alignment and new parking areas are placed where the curvative allows space on the beach side. Great Highway is brought down to lower Great Highway level at Noriega to create a new T-intersection and provide on grade pedestrian crosswalk. The length of the existing underpasses are reduced from 178 feet to approximately 70 feet. New pedestrian crossings to the beach are provided by cutting 25-foot wide cuts in the existing embankment and bridging these cuts at the grade of the upper Great Highway to accommodate the parkway traffic. Park areas along the lower Great Highway are indicated.

"The dual roadway concept proposed by the engineers calls for the use of two roadways completely separating the through traffic from the recreational traffic.

"Staff of the three City departments have had several meetings with the Sunset-Parkside Education and Action Committee (SPEAK) and with the Tide's End Community Association (TEKA) and have presented the alternate proposals. SPEAK has endorsed planning concepts that favor the single roadway concept prepared by the staff of this department. Today's meeting of the Fire, Safety and Police Committee hopefully will decide which of the alternate plans will be further pursued."

Commissioner Mellon asked if the scheme being proposed by the Department of City Planning would call for the installation of a barrier between northbound and southbound traffic lanes. The Director replied in the negative, indicating that other methods could be used to discourage pedestrians from crossing the roadway.

DISCRETIONARY REVIEW OF BUILDING APPLICATION NO. 394065; PROPOSED 14-UNIT APARTMENT BUILDING ON THE SOUTHWEST CORNER OF BROADWAY & BUCHANAN STREETS.

Robert Passmore, Planner V - Zoning, reported on this matter as follows:

"Scheduled for review today under the discretionary powers of the Commission is a building application for a 14-unit apartment building on the southwest corner of Broadway and Buchanan Street, filed by the owners of the subject property, Grace Ho and Doreen Fan. This review has been requested by Mr. and Mrs. T. Al'Hashimi and Mrs. Elizabeth Folger Miller owners of property adjacent to the subject property.

"The subject rectangular, currently vacant lot has frontages of 109.5 feet on Broadway and 34 feet on Buchanan Street for a lot area of 3723 square feet. The proposed dwelling would contain three floors of residential occupancy over ground level parking area accommodating 14 cars, 12 of which would enter from Broadway and two of which would enter from Buchanan Street. The entrance lobby to the dwelling would be on Broadway. A 15.17-foot rear yard would extend along the west property line.

"The proposed dwelling, which would contain six studio units and eight one-bedroom units, conforms to the zoning provisions applicable to this R-5 zoned lot, which provisions would allow development of the lot with up to approximately 30 dwelling units. A 40-foot height limit was imposed on the subject lot by a private deed restriction when it was purchased by the present owner.

"The concern of the persons who have requested the discretionary review is that the driveways proposed to the off-street parking for the dwelling virtually eliminate all curb parking along the subject lot frontage, and that the floors of residential occupancy extend 2.83 feet over the public sidewalk for the full length of the dwelling along Broadway (97 feet) and Buchanan Street (36.83 feet). It is the understanding of the Department that the two parties requesting the discretionary review also reflect opposition to the present proposal by other owners of property in the subject neighborhood.

"Although the subject neighborhood of Broadway is zoned R-5 numerous older one- and two-family dwellings exist in the area. The dwellings immediately to the west and south of the subject lot are set back from the street property line. The major large apartment buildings in the vicinity are a 41-unit, 8-floor building at the northeast corner of Broadway and Buchanan Street, a 62-unit, 11-floor building on the northwest corner of Pacific Avenue and Buchanan Street, and a 13-unit, 6-floor building on the south side of Broadway midway between Buchanan and Webster Streets. The Sarah Dix Hamlin Private School occupies the north side of Broadway midway between Buchanan and Webster Streets.

"In September 1970 the Zoning Administrator denied a parking variance to the present applicants to permit construction of a 15-unit dwelling with only 14 off-street parking spaces. That variance application received substantial neighborhood opposition

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which spoke to both the parking issue and the density and proposed bulk of the building. The bulk of the presently proposed 14-unit dwelling is essentially the same as was proposed by plans filed with the variance application.

"The continuous overhang of the City property proposed by the subject plans has been possible only since March 20, 1969, at which time an amendment to the Building Code modified earlier provisions of that Code which required separation of such overhangs into individual bays."

Commissioner Porter asked if other properties in the area are subject to 40-foot height limits. Mr. Passmore replied that the area is not subject to an official 40-foot height limit; however, individual parcels of property, such as the one presently under consideration, might be subject to height limitations imposed by deed restrictions.

Merrill Steinberg, attorney for the owners of the subject parcel of property, stated that the 40-foot height limit had been imposed on the subject site by the previous owners of the property. He indicated that his clients had been aware of the height limitation prior to purchasing the property. In addition, his clients had been aware of the new provision in the Building Code which allows for the construction of a continuous overhang over the sidewalk area; and, in fact, they had made a special effort to assure themselves of the legality of the overhang before proceeding to finalize the transaction.

Commissioner Porter asked if the building proposed for the subject site would take advantage of the maximum density allowed by the R-5 zoning district. Mr. Passmore replied in the negative, indicating that only 14 dwelling units were being proposed whereas 30 dwelling units would be permitted on the site by the City Planning Code.

Mr. Steinberg, remarking that the Department of City Planning had made a concentrated effort to enforce the one-for-one parking requirement of the City Planning Code in order to keep automobiles off of the street, stated that he did not understand why the Department had allowed owners of adjacent properties, who do not provide off-street parking spaces for themselves, to bring the subject complaint before the City Planning Commission. He stated that the adjacent property owners park their automobiles on the street; and, for that reason, they were objecting to the curb cut which would be essential if the off-street parking required for the proposed building were to be provided. Mr. Steinberg stated that John Levison of the real estate firm of Hill and Company was present in the audience to comment on the changing character of the subject neighborhood which is being developed with an increasing number of multiple-unit apartment buildings; and he remarked that many of the new buildings which have been constructed in the area have had continuous curb cuts. In the subject block, however, many of the existing buildings lack off-street parking spaces even though construction of garages by the present owners of the buildings would be feasible; and, as a result, objections had been raised to the project being proposed by his clients which would remove curb side parking spaces which are presently available. He stated that the architect for the proposed building had tried to provide the required number of

off-street parking spaces without resorting to continuous curb cuts; however, he had found that no solution was possible. Under the circumstances, Mr. Steinberg, urged that the subject building permit application be approved.

John Levison stated that he had handled the sale of the subject parcel of property. He indicated that the property had previously been owned by people who own an apartment building at Pacific Avenue and Buchanan Street; and, because they were concerned about the possibility that the new owners of the property might take advantage of the R-5 zoning and the 105-foot height limit to construct a 30-unit high-rise apartment building which would block the view from their own apartment building higher on the hill, they had made an arrangement to acquire deed title to all of the air space over the property above a height of 40 feet as measured from a point on the northwest corner of the property. While that action had affected the value of the property, the purchasers had still paid approximately \$6,500 a unit for the land. Mr. Levison cited several new apartment buildings which had recently been constructed in the area and remarked that it was obvious that the character of the neighborhood is changing dramatically; and, in view of the direction of the trend towards construction of high-rise apartment buildings, he felt that neighboring property owners should be pleased with the proposal for construction of a building with a 40-foot height limit on the subject site.

Commissioner Porter questioned whether it would legally be possible for the height of the proposed building to be increased at a later date. Mr. Levison replied that he did not know the answer to that question.

President Newman called attention to petitions containing approximately 70 names which had been submitted in support of the request to modify the plans for the proposed building.

Ardath Al'Hashimi, owner of property located at 2645 Buchanan Street, introduced herself as the spokesman for the neighboring property owners and residents who had signed petitions in October, 1970, and in March, 1971, to express their concern about the plans which had been submitted for the proposed apartment building. She stated that the individuals who had signed the petitions were in agreement that two major issues involving the quality of life in the subject neighborhood were involved in the applicant's proposal. The first issue was the one of the continuous curb cuts which would create an increasingly disturbing and unnecessary on-street parking problem. Mrs. Al'Hashimi remarked that 3 foreign consulates and two schools are located in the vicinity of the subject site; and she indicated that those establishments require on-street parking spaces for their business. At the present time, three major high-rise apartment buildings are under construction in the area; and, when those buildings are completed, the number of on-street parking spaces will be drastically reduced. Under the circumstances, she felt that the plans which had been submitted by the applicants should be revised so that no more than two curb cuts would be needed for access to the required off-street parking spaces. She remarked that an apartment building had already been constructed at 2200 Jackson Street on a lot having dimensions similar to the one presently under consideration with only two curb cuts; and she felt that it should be feasible to accomplish the same objective on the subject property even if use of a turntable in the garage were required.

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Mrs. Al'Hashimi indicated that the second issue of concern to the individuals who had signed the petitions was that the proposed apartment building, as designed, would not be in keeping with the beauty of the neighborhood; and, as a result, they feared that it would encourage transit occupancy. She felt that the applicants had given no real consideration to the type of artistic refinement and dignity which typifies Pacific Heights when the plans for the proposed apartment building were being prepared; and she believed that such a building, crammed full of dwelling units and overhanging the public sidewalks, would defile one of the most beautiful and historic neighborhoods of San Francisco. Under the circumstances, she hoped that the Commission would require that the plans be changed to provide a building which would be more in keeping with the tradition of the neighborhood.

Thamir Al'Hashimi stated that the building which he and his wife own at 2647 Buchanan Street is a former Victorian mansion which has been legally converted into seventeen apartment units. Since the building was originally constructed without a garage, the tenants of the building must rely on the availability of on-street parking spaces for their automobiles. He stated that his ability to pay taxes on the property depends on the rents which he receives; and, if on-street parking spaces should cease to be available, he feared that he would lose tenants and that he would no longer be able to maintain the property properly and to pay taxes at the same time. However, if the plans for the proposed building were to be changed to respect the needs of the neighborhood, he believed that such a situation could be avoided. He stated that residents of the neighborhood could accept the fact that the proposed building would not have front setbacks or a garden; however, they could not accept the fact that the building, as designed, would fail to be in keeping with the dignity of the neighborhood. Referring to a technical matter, Mr. Al'Hashimi noted that while the plans specified that the address of the proposed building would be 3625 Buchanan Street, the main entry to the building appeared to be on Broadway; and, under the circumstances, he wondered if the required 10-foot rear yard for the building had been located in the right place. He also remarked that the Building Code, while allowing buildings to overhang the sidewalk, provides that curb cuts may not exceed 70% of the property frontage. He felt that the proposed building exceeded those limits; and he requested that the staff of the Department of City Planning be directed to review the matter.

Daniel Kanofsky, a tenant in the building owned by Mr. and Mrs. Al'Hashimi, stated that it was his opinion that approval of the type of building being proposed would needlessly increase the difficulty of parking on the streets in the area. In order to suggest ways in which the design of the building might be improved, he read a letter which had been prepared by Richard Crandall, an architect, as follows:

"As an architect and as a San Franciscan, I am concerned about the proposed 14-unit apartment at the southwest corner of Buchanan Street and Broadway in Pacific Heights. Having reviewed the drawings for this building at the City Planning Department, I present my reactions in this letter for consideration at the Hearing scheduled for April 8, 1971.

"While I do not argue with the desire of the developer to get a maximum number of apartment units onto the site, I find the character of the design to be more in the nature of a subdivision apartment than of one located in San Francisco,

particularly one located in Pacific Heights, an area noted for its fine old mansions and restored Victorians along with a number of well-designed larger apartment buildings. I therefore suggest that the subject proposal be redesigned in a manner more suitable to its location and submit a list of items that I feel should be taken into account.

"1. The use of a single entrance to the garage would not only avoid the extensive curb cuts which eliminate a number of much-needed parking spaces, but would also avoid the continuous row of garage doors at pedestrian level, necessarily stepped down the sloped Broadway side in a very awkward manner.

"2. The allowance of a more gracious entrance to the building would add a great deal to the project itself and to the street. Special light fixtures or other features could help to identify this building with its surroundings.

"3. The provision of some landscaping would be a considerable addition to the neighborhood. Street trees would be particularly appropriate.

"4. An architectural recognition of the sloping site could act to provide a base for the building and might allow space for additional landscaping. This could also give some variety at the street level of the building.

"5. The breaking up of the flat exterior walls of the three levels of apartments would avoid the virtually unbroken wall that projects over the sidewalk of both Buchanan Street and Broadway. The use of bays or other variations would be a good way of relating the building to its neighbors and cut down its apparent bulkiness.

"6. The use of some sort of sloped roof would add a further element to relate the building to the area and provide a place to hide the mechanical equipment which tends to lend a commercial appearance to the building when placed on a flat roof.

"7. Some use of contrasting materials in the upper stories such as painted wood trim or windows, or an attractive roofing material on a sloping roof would also help to break up the unrelieved character of the exterior walls.

"I suggest that these ideas be considered in the redesign which I feel should be required of the proposal. It is my feeling that this would be of benefit both to the neighborhood and to the future tenants of the apartments in the building itself."

Commissioner Porter asked if Mr. Crandall is a resident of the subject neighborhood. Mr. Kanofsky replied in the negative, indicating that Mr. Crandall lives at 136 Lundy's Lane. He then remarked that residents of the subject neighborhood did not object to the applicant's pursuit of a profit incentive; however, they did object to the fact that the applicants, in taking advantage of their rights, would negatively and adversely affect many other people who own property or who reside in the area. While design may be a matter of personal opinion, he remarked that it was the consensus of opinion of people residing in the neighborhood that the proposed building would not be in keeping with the beauty of the neighborhood; and they felt that construction of such a building on the subject property would be demeaning to the neighborhood and to the entire city. He urged the Commission to prevent construction of the building as proposed.

Marsha Berger represented her parents who own property located at 2616 Buchanan Street. She stated that their home had been constructed before the earthquake and fire and that it does not have a garage. Her parents had spent a great deal of money to beautify the house; and installation of a garage at this point in time would destroy the beauty of the building. Since it is already practically impossible to park on the street in the subject neighborhood, and since construction of the proposed apartment building, as designed, would make the situation worse, she urged that the plans for the building be revised.

Mary Landrum, 2842 Buchanan Street, informed the Commission that the taxes paid by the property owners in the subject neighborhood are higher relative to land values than in any other part of the city; and, as a result, she felt that it should be clear that residents of the neighborhood are paying for the quality of the area. She remarked that construction of the apartment building being proposed would degrade the neighborhood; and she wondered if taxes in the area would be lowered proportionally if the building were to be constructed as designed.

The Director recommended that the subject building permit application be disapproved unless modifications to the plans are made by the applicant to reduce the overhang over city property and to retain a greater amount of curb along the street frontages of the subject lot. Although he recognized the high potential density that the R-5 zoning would provide for the property and the difficulty of achieving that potential due to the limited dimensions of the lot and the forty-foot deed-imposed height restriction, he felt that the owner of the property had imposed too greatly on the public right in both the use of publicly owned air space for the overhangs and an excessive use of curb cuts to provide access to the off-street parking spaces to be acceptable. He remarked that the proposed building would take complete advantage of surrounding private open space and less intense development without providing anything in return. The Director also recommended that the Commission direct the staff of the Department of City Planning to proposed amendments to appropriate City Codes to guide and control the amount of projection by private buildings into street areas; and he indicated that he had already been informed by various members of the architectural profession that such code modifications would receive their help and endorsement.

After further discussion it was moved by Commissioner Porter, seconded by Commissioner Ritchie, and carried unanimously that the Director be instructed to disapprove the subject building permit application unless modifications to the plans

are made by the applicants to reduce the amount of overhang over City property and to retain a greater amount of curb along the street frontages of the subject lot. The Commission also instructed the staff of the Department of City Planning to propose amendments to appropriate City Codes to guide and control the amount of projection by private buildings into street areas. In addition, at the suggestion of Commissioner Porter, the Commission instructed the staff of the Department of City Planning to propose legislation which would limit the amount of curb cuts permitted for off-street parking.

At the suggestion of Commissioner Rueda, the Commission requested the staff of the Department of City Planning to take responsibility for seeing that the revised plans for the proposed apartment building at the southwest corner of Broadway and Buchanan Streets are more in keeping with the quality and character of the neighborhood than those which had originally been submitted by the applicants.

R71.12 North Point outfall replacement and extension.

R. Spencer Steele, Assistant Director-Implementation (Zoning Administrator), informed the Commission that the City must install a new effluent line from the North Point Water Pollution Control Plant in order to meet the water quality requirements of the Regional Water Quality Control Board. Therefore, the Department of Public Works had proposed to construct a 102-inch diameter reinforced concrete pipe from the plant at North Point and Kearny Streets to a shoreline terminal manhole structure westerly of Pier 41 and, thence approximately 4800 feet into the Bay. The present outfalls, which the project will replace, are located in the vicinity of Piers 33 and 35. The purpose of the work is to discharge the effluent in the Bay at a point where maximum dilution and dispersion will take place. The estimated cost of the project would be \$2 million for the onshore section and \$4.2 million for the offshore section. The money would come from the 1970 Water Pollution Control bond issue of \$65 million. To meet the requirements of the Regional Water Pollution Control Board the work will have to be completed by 1973. Mr. Steele stated that the proposed project had been discussed with Al Friedland, Tom Landers, Lon Vagadori and Don Birrer of the Division of Sanitary Engineering in the Department of Public Works; and, while they were aware of the possibility that the installation might have to be moved in the future, they felt that the additional expenditure which would be required to construct the line in an alternate location at the present time would not be justified.

The Director recommended that the proposed outfall replacement and extension be approved as in conformity with the Master Plan.

After discussion it was moved by Commissioner Porter, seconded by Commissioner Finn, and carried unanimously that the Director be authorized to report that the proposed North Point outfall replacement is in conformity with the Master Plan.

President Newman noted that the Commission had already concluded its public hearings on the matter under consideration; however, in response to a phone call which he had received during the interim, he had agreed to allow Joseph Brajkovich to submit a petition from property owners and residents of Little Hollywood. He indicated that the petition had been circulated in opposition to the recommendation on Page 33 of the staff report for residential use of property located at Candlestick Cove.

Mr. Brajkovich informed the Commission that the petition contained approximately 426 signatures.

In response to a question raised by Commissioner Mellon, the Director stated that the staff had recommended that the property at Candlestick Cove be used for moderate and middle income housing and for recreation space. The same recommendation had already been approved by the Commission as a part of the South Bay-shore Plan which had specifically stated that the property should not be used for public housing.

To introduce the matter under consideration, the Director read the following statement:

"Today the Commission is being asked to adopt a plan which is the first in a series of major amendments to update the Master Plan and make it more comprehensive. For the first time in San Francisco we have an explicit housing policy which

- 1) points a very clear direction for residential development and housing programs in San Francisco;
- 2) has been worked out in conjunction with public agencies dealing with housing;
- 3) has been reviewed extensively by citizens and neighborhood organizations.

"This plan is needed by the City so that it can meet its obligation to improve housing conditions. The issue no longer is whether the government has an obligation to improve housing and the environment; rather the issue now is how the government is going to do it. This plan will help the City

- 1) coordinate its various housing programs and direct private development;
- 2) respond more effectively to the housing needs of San Franciscans; and
- 3) fulfill explicit legal requirements for Federal and State assistance.

"This plan -- a product of over two years analysis and discussion-- has undergone considerable public review and revision. It incorporates the following major concerns of San Franciscans:

Maintenance of existing neighborhoods -- no large-scale clearance.

Improved Code Enforcement

Minimal displacement and adequate relocation services

Citizen participation in public programs

Conversion of nonresidential land to residence

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Better use of public land to meet public needs

More family housing

More and better housing for low- and moderate-income households at rents and prices they can afford

More equitable distribution of low-income housing

Improved community facilities

"These concerns were voiced repeatedly at the public meetings held by the Commission and at the many neighborhood meetings the staff attended during the six-month review period. We think we've got a good idea of what the public wants. For some, the plan does not go far enough; for others, it goes too far. And although the plan has not pleased everyone, we think it captures the prevailing public sentiment. The support the plan has generated should make us all aware of the importance of the Commission's action today."

After reciting the specific objectives and policies which were being recommended for adoption, the Director called attention to certain changes which were being recommended by the staff of the Department of City Planning as a result of the public hearings which had been held on the Improvement Plan for Residence. Those changes were as follows:

"p. 16 Generalized Existing Residential Land Use by Density and Building Type

1. Add date, 1969, to legend.

"p. 20 Generalized Residential Land Use Plan by Density and Building Type

2. Add medium density residential land use around South Park.
3. Change the high density on the south and west sides of Mission Park to medium density.
4. Delete Walton Park because it is private and plan is intended to show existing public open spaces.
5. Add medium density in the limited area adjacent to the BART station at Bosworth and also show the existing commercial area.
6. Change the low density on the north side of Geary opposite Washington High School to medium density.

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7. Correct plan in Western Addition, Diamond Heights and Bayview-Hunters Point project areas to reflect most current redevelopment plans for these areas.

"p.21 Areas Recommended for Increased Residential Development

8. Change the Upper Market area shown for 'conversion to predominantly residential use' to 'intensification of residential use.'
9. Correct the Diamond Heights conversion area to reflect most recent development in the redevelopment project.
10. Change the Golden Gateway from 'conversion to residence as part of multiple use' to 'conversion to predominantly residential use.'

"p. 24 Guidelines for Public Housing Distribution

11. Delete the right half of the second diagram illustrating the second guideline."

Finally, the Director distributed copies of a draft resolution which he had prepared for adoption of the revised Improvement Plan for Residence as an amendment to the Master Plan; and, after reading the draft resolution, he recommended its adoption.

It was moved by Commissioner Mellon and seconded by Commissioner Finn that the draft resolution be adopted.

Commissioner Ritchie remarked that he had read the staff report on the Improvement Plan for Residence several times; and he indicated that he had found it impossible to separate the objectives and policies stated on pages 11 thru 28 from the selected program revisions proposed on pages 29 thru 37. Under the circumstances, he did not feel that he could separate the two issues in his mind even if each of them was to be the subject of a separate vote by the Commission. In his opinion, the recommendations of the staff were too strong in some regards and not strong enough in others; and he did not feel that the plan should be adopted until a clear structure has been defined for implementation of the proposed policies and objectives. He suggested that the approach taken towards public housing should have been stronger and more clearly defined to prevent San Francisco from becoming another Washington, D.C. or Newark; and, since no Bay Area-wide comprehensive housing policy has yet been adopted, he felt that San Francisco should not take a regional stand without first consulting with neighboring communities, especially Marin and San Mateo counties, both of which have thousands of acres of land which could be used for housing. He disagreed completely with Objective 1, Policy 4 of the Improvement Plan for Residence which called for decreasing the City's reliance on property taxes as a municipal revenue source since he felt that the major feasible alternative would be a City income tax, which he did not favor. He felt that the proposed plan did not really establish housing goals or targets; and, after having heard a speech by Secretary Romney in San Francisco recently, he wondered where the money would come from for the programs.

Commissioner Rueda noted that Objective No. 5 of the Improvement Plan for Residence suggested that citizen participation in planning and programming public improvements should be encouraged; yet, he felt that many neighborhoods of the City had not been made aware of the content of the Improvement Plan for Residence itself. While Objective 2 called for increased residential development in certain areas of San Francisco and the Bay Area, he remarked that San Francisco would inevitably carry the burden alone unless the State legislature can be persuaded to require that neighboring counties co-operate with San Francisco in the development and execution of an area-wide plan for housing. He also felt that stronger legislation should be passed to enforce open occupancy and to achieve the objectives specified in the staff report.

Commissioner Porter, remarking that there seemed to be some differences of opinion regarding the effects of the proposed plan, asked the Director to define exactly what the plan would accomplish. The Director replied that the plan would establish a basic framework for discussion regarding housing issues. In effect, adoption of the Improvement Plan for Residence would constitute a revision of the existing Master Plan of the City and County of San Francisco which does establish some objectives and policies for housing. The principal deficiencies of the existing Master Plan are that it unrealistically divides the city into two large areas, one for working and one for living, and that it gives little direction with regard to the location of public housing and the process of code enforcement. In addition to correcting those deficiencies, the new plan would also recommend density patterns which would be more consistent with the results of many studies and actions which had developed since the time that the original Master Plan was adopted. Once adopted, the Improvement Plan for Residence would serve as the basic framework for the Commission to use in reaching decisions on referrals and zoning applications. In addition, the plan would satisfy State and Federal legislation requiring that housing elements be adopted as amendments to the Master Plans of the local jurisdictions. Finally, the Plan would establish a framework for additional legislation related to open occupancy, would serve as a statement of San Francisco's role in meeting the housing needs of the region, and would establish a policy encouraging citizen participation in the planning process.

Commissioner Porter thought that it should also be important to point out that action by the Board of Supervisors, the legislative body of the City and County of San Francisco, would be necessary in order to implement the objectives and policies contained in the plan; and, in view of the number of calls and letters she had received concerning the recommended implementation procedures, she believed that the Commission should emphasize that any of the implementation procedures recommended in the report would have to be the subject of hearings before the Board of Supervisors before any specific action is taken.

Commissioner Mellon, adding to the comments which had already been made, remarked that the Association of Bay Area Governments, acting on the insistence of San Francisco, had been working on a housing element for its Master Plan for the region. In addition, the various communities of the Bay Area area receiving pressures from the Department of Housing and Urban Development to share responsibility for providing housing, particularly for minority families. In view of those circumstances, he felt that it was important that San Francisco should assume a position of leadership and adopt the proposed Improvement Plan for Residence which would help to point out the responsibility faced by other communities in the Bay Area in

terms of providing housing adequate to serve the needs of residents of the area. With regard to questions of funding, Commissioner Mellon remarked that adoption of the plan would place San Francisco in a much stronger bargaining position with the Federal government for financial assistance for housing and other community improvements. Under the circumstances, he strongly urged that the Commission adopt the Improvement Plan for Residence as an amendment to the Master Plan.

Commissioner Finn stated that he shared Commissioner Ritchie's concern about the danger of pursuing programs which could result in San Francisco's becoming another "rotten core" city; however, since he believed that it was apparent that the city should have a starting point for development of a comprehensive housing program, he felt that the objectives and policies of the Improvement Plan for Residence should be adopted.

Commissioner Rueda agreed. However, he felt that experience had shown that it will be impossible to build public housing in certain areas of San Francisco or the region unless forceful legislation is enacted.

President Newman stated that he was impressed by the fact that the Improvement Plan for Residence placed emphasis on San Francisco's role of leadership in the region, that it emphasized neighborhood diversity, rehabilitation of older residential buildings, and maintenance of the existing housing stock of the City, and that it proposed to distribute low income housing throughout the City. Furthermore, he remarked that the public hearings which had been held by the Commission had indicated that the great majority of the concerned citizens of San Francisco were in favor of the objectives and policies which had been recommended by the staff of the Department. He stated that he intended to vote for adoption of the plan.

When the question was called, the Commission voted 5-1 to adopt Resolution No. 6706 and to adopt the objectives, policies and plans contained in the Improvement Plan for Residence, with certain modifications which had been recommended by the staff of the Department of City Planning, as a part of the Master Plan of the City and County of San Francisco.

The Director then asked the Commission whether it wished to take action on the Implementation Programs which appeared on pages 29 - 37 of the staff report. As Commissioner Rueda had previously noted, achievement of the objectives and policies contained in the Master Plan amendment would depend on the enactment of specific programs which would require legislative action; and he remarked that some of the programs which had been recommended by the staff of the Department of City Planning would require action by the Board of Supervisors while others would require action by the State Legislature. He felt that the programs which had been recommended were relevant to the plan; and he believed that implementation of those programs would constitute a major step towards achieving the objectives and policies stated in the plan. He remarked that public hearings on the individual programs would have to be held by the legislative bodies involved; and he felt that the Commission should instruct the staff of the Department of City Planning to transmit the proposed programs to the appropriate legislative bodies so that the public hearings could be held.

Commissioner Mellon moved that the Commission approve the basic approach and intent of the programs recommended on pages 29 - 37 of the staff report and that it authorize the Director of Planning to forward the proposals to the Board of Supervisors and to other relevant bodies for consideration and action. The motion was seconded by Commissioner Finn for the purpose of discussion.

Commissioner Porter asked if adoption of Commissioner Mellon's motion would have the effect of advising the Board of Supervisors and the State Legislature that all of the programs which had been recommended by the staff of the Department of City Planning were endorsed by the City Planning Commission. While she felt that some of the programs which had been recommended would be desirable, she would like to have more information regarding the proposals for establishment of a housing court and escrow accounts before endorsing those programs since they might have either good or bad results.

Commissioner Mellon agreed that certain of the programs could produce good or bad effects depending on how they are enforced or administered. He believed, however, that establishment of escrow accounts, which would require State legislation, would benefit not only landlords and tenants, but also the public at large. Without escrow accounts, tenants who live in buildings with a great number of code deficiencies often reach the point of going on a rent strike; and, if the owner is not receiving rental fees and has no other money to make repairs on the building, the end result is that a large number of people continue to live in an unsafe or unhealthy building. Under the escrow account program, however, tenants would be required to place the money ordinarily paid for rent into an escrow account; and the money would be used to bring the building up to code standards. He felt that establishment of such a program in San Francisco would be desirable. With regard to the proposal for a housing court, he remarked that no great changes would be involved. It would merely require that a judge with a specialty in housing matters be assigned to deal with housing issues. The housing court would operate somewhat like the probate court; however, instead of meeting every day, the housing court would probably be in session only one half day each week. He felt that establishment of such a court would remedy certain abuses and inordinate delays which are taking place at the present time.

Commissioner Porter stated that she had understood that the primary reason for adopting the Improvement Plan for Residence was to improve the City's prospects for receiving funds from the Department of Housing and Urban Development; and she felt that adoption of the objectives and policies which had been recommended by the staff should have fulfilled that purpose. Under the circumstances, she did not understand why the Commission should be in a rush to take action on the various programs which had been recommended by the staff, some of which might have undesirable effects. She stated that she wished to obtain more information before she would be willing to endorse some of the programs.

Commissioner Mellon remarked that adoption of the Master Plan Amendment, setting objectives and goals for housing, had lain within the province of the City Planning Commission. However, in order to implement the objectives and policies, public hearings would have to be held and action would have to be taken by the Board of Supervisors on the specific programs which had been recommended by the staff of the Department of City Planning. He emphasized that rehabilitation, as opposed to clearance, is extremely important to San Francisco, particularly in view of the City's relocation problems; and he felt that the programs which had been recommended by the staff of the Department of City Planning would be essential to accelerate and strengthen the City's rehabilitation program. He was also convinced that strengthening of the rehabilitation program would help tenants, landlords, and all of the citizens of San Francisco.

The first of these is the fact that the majority of the cases of this disease are reported from the United States and Canada. This is not surprising, since these countries are the most highly developed in the world, and the most likely to have the resources necessary for the study of this disease. The second fact is that the majority of the cases are reported from the United States and Canada. This is not surprising, since these countries are the most highly developed in the world, and the most likely to have the resources necessary for the study of this disease.

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Commissioner Porter remarked that she had a great deal of respect for Commissioner Mellon's judgment; however, she noted that the staff had originally advised the Commission that action would be requested only on the objectives and policies stated on pages 13 thru 28 of the report and not on the programs recommended on pages 29 thru 37 of the report. Since she had not had an opportunity to become thoroughly familiar with the programs being proposed, she felt the Commission should defer action on those proposals for a reasonable period of time.

Commissioner Finn stated that he would be prepared to bow to Commissioner Mellon's expertise in matters related to the code enforcement program; and he indicated that he understood the reasons for Commissioner Mellon's enthusiastic support of the proposed programs. However, he shared Commissioner Porter's reluctance to recommend programs to the Board of Supervisors as long as he had personal doubts concerning those programs. Before supporting the proposal for establishment of escrow accounts, for instance, he would like to obtain statistics and economic information comparing the code enforcement programs of cities which have escrow accounts with San Francisco's own code enforcement program. With regard to the proposal for establishment of a housing court, he remarked that such a court might be desirable if the Commission were to recommend that the court should function along lines similar to the probate court with commissioners as well as judges.

The Director stated that housing courts have been extremely effective in Pittsburgh and Philadelphia and that they have also been used to advantage in Chicago, Washington, D.C., and Boston. Most of the same cities also permit escrow accounts. He indicated that it would be impossible and inappropriate for the staff of the Department of City Planning to draft detailed legislation for the establishment of escrow accounts; however, he was confident that the State Legislature and the Board of Supervisors would weigh all of the equities involved to make sure that "no one is taken for a ride" if such legislation should be adopted. The staff of the Department of City Planning had taken the initiative by recommending the types of programs which should be enacted in order to achieve the objectives and policies stated in the Improvement Plan for Residence; and he felt that the recommended programs should be transmitted to the Board of Supervisors for discussion.

Commissioner Finn remarked that he did not regard Washington D.C. and Chicago to be prime examples of successful cities; and he indicated that he would like to be given statistical information indicating how those cities compare with San Francisco in the area of providing a good economic housing mix.

The Director replied that it was apparent to him that no other city in the country can compare with San Francisco in terms of environment; however, he pointed out that Chicago, Philadelphia, and Washington might be much worse off than they are if they had not established housing courts and escrow accounts. He remarked that the physical housing stock of those cities was 15% deteriorated when they initiated meaningful housing programs; and he felt that it would be disastrous for San Francisco if it were to wait until it reaches the same level of deterioration before undertaking programs to improve its housing stock.

The first part of the document is a letter from the President of the United States to the Congress, dated January 1, 1861. The letter is a formal communication and is written in a dignified and official style. It contains the President's message to the Congress, which is a statement of the state of the Union and the President's policies. The letter is a key document in the history of the United States and is a valuable source of information for students of American history.

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Commissioner Ritchie repeated a statement which he had made earlier in the meeting to the effect that it was impossible for him to separate the objectives and policies from the specific programs which were being recommended by the staff of the Department of City Planning. Furthermore, if comparisons were to be made with other cities, he felt that San Francisco should be compared to Seattle, Portland, San Diego, and Salt Lake City and that we should look to those cities for guidelines, advice and consultation on these matters rather than to Philadelphia, Chicago, Washington D.C. or Boston. One of the principal problems with code enforcement in San Francisco at the present time is that property owners who are required to bring their buildings up to code standards are immediately required to pay higher taxes on their properties; and he felt that action should be taken to overcome that situation. He stated that he was strongly opposed to escrow accounts which would result in the impounding of rental fees rightfully belonging to landlords; and he indicated that the possible threat of rent strikes or rent controls did not alter his thinking on the matter. Establishment of a housing court would have both good and bad results. Establishment of a tenant information service would involve more bureaucratic expense and would inevitably be paid for by property owners. In conclusion, he read and reaffirmed a statement which he had made during the Commission's meeting on March 11, 1971, as follows:

"Commissioner Ritchie remarked that he was not philosophically oriented towards the type of programs which were being recommended in contrast with the traditional procedures used by the Bureau of Building Inspection for code enforcement. He stated that property owners pay the taxes which support the City; and, under the circumstances, he did not feel that it would be proper for the City to use its tax revenues to establish escrow accounts, a housing court, and other means through which tenants would be encouraged to oppose the property owners. Even if such programs had been undertaken on the East Coast, he felt that there was no reason for San Francisco to follow suit; and, if such programs were established in San Francisco, he expected that wise investors would be discouraged from purchasing multi-unit apartment buildings in the City."

Commissioner Rueda requested that policy recommendations and program recommendations be separated into two different publications in the future. He remarked that the staff of the Department of City Planning had informed the Commission and the public that action would be taken only on the objectives and policies recommended on pages 11 - 28 of the report on the Improvement Plan for Residence; and he did not believe that it would be proper for the Commission to take action on the program recommendations without giving the public an opportunity to be heard, especially since he had received calls from a number of individuals concerned about the program recommendations. He stated that he would be opposed to the establishment of escrow accounts, especially in view of the possibility that the necessary enabling legislation, unless carefully worded, could hurt tenants. Property taxes and mortgage payments would take precedence over structural improvements; and, if no money were left in the escrow accounts after those payments had been made, the escrow account would not benefit the tenant. Furthermore, if the landlord should raise the rent after improvements have been made, the tenant would be penalized.

Commissioner Mellon remarked that rents are often increased inordinately under present circumstances after buildings have been brought up to code standards; and he pointed out that one of the functions of a housing court would be to determine

whether the rental increase in any given instance was reasonable. With regard to comments which had been made by Commissioner Ritchie, Commissioner Mellon acknowledged that taxes are raised on properties which have been brought up to code standards. However, he noted that one of the programs which was being recommended by the staff of the Department of City Planning would establish a tax moratorium on code repairs and general housing improvements. Whereas Commissioner Ritchie had been concerned about the possibility that establishment of a tenant information service would result in an increase of property taxes being paid by the landlords, Commissioner Mellon pointed out that it is the tenant and not the landlord who actually pays the taxes on rental properties. He emphasized that rent strikes are a reality and that they do hurt landlords; and he sincerely believed that establishment of escrow accounts would help both tenants and landlords. Since the amount of available housing in San Francisco is severely limited, and since the City has little space for construction of new housing, he felt that emphasis must be placed on rehabilitation of the existing housing stock; and he believed that the programs being recommended by the staff of the Department of City Planning would be necessary to achieve that objective. Furthermore, endorsement of those programs would indicate to the public that the City Planning Commission is truly interested in pursuing the goals stated in the Master Plan Amendment.

Commissioner Porter felt that other members of the Commission, as well as the public at large, should be given an opportunity to obtain additional information regarding the proposed programs before action is taken by the Commission.

Commissioner Mellon stated that he would not be opposed to a reasonable period of delay.

Commissioner Finn felt that escrow accounts, if set up in a proper fashion, would be acceptable; however, he felt that the enabling legislation would have to require that protection be given to the property owner, assuring him that property taxes and mortgage payments would be paid from the escrow account before funds were taken from the account for repair of the building. Establishment of a housing court would not speed-up decisions on housing issues unless the court were created in a pattern almost identical to the probate court.

Commissioner Rueda feared that tenants who are forced to place their rents into escrow accounts would not be able to afford to live in the buildings once repairs have been made.

Commissioner Mellon remarked that rehabilitation of existing buildings is a less expensive process than the construction of new dwelling units.

President Newman remarked that the Master Plan Amendment which had just been approved by the Commission would lose a great deal of its validity if it were not to be accompanied by the implementation programs which were being recommended by the staff of the Department of City Planning. However, he indicated that he would be willing to delay action on the program recommendations for the purpose of further study.

Commissioner Finn stated that he would like to receive information regarding code enforcement programs in other cities; and, while he realized that the staff of the Department of City Planning could not draft specific legislation, he hoped that the Director could provide the Commission with more specific language which might be used in endorsing the proposals for establishment of escrow accounts and a housing court.

Commissioner Ritchie stated that he wished to receive information regarding code enforcement and housing programs being undertaken by other Western cities, namely Seattle, Portland, San Diego and Salt Lake City.

After further discussion, it was moved by Commissioner Porter, seconded by Commissioner Rueda, and carried unanimously that action on the program recommendations be deferred until the meeting of May 13, 1971.

The meeting was adjourned at 4:35 P.M.

Respectfully submitted:

Lynn E. Pio
Secretary

THE UNIVERSITY OF CHICAGO

SAN FRANCISCO
CITY PLANNING COMMISSION

Minutes of the regular meeting held Thursday, April 15, 1971.

The City Planning Commission met pursuant to notice on Thursday, April 15, 1971, at 2:15 p.m. in the meeting room at 100 Larkin Street.

PRESENT: Walter S. Newman, President; James J. Finn, Thomas G. Miller, Mrs. Charles E. Porter, John Ritchie, and Hector E. Rueda, members of the City Planning Commission.

ABSENT: Mortimer Fleishhacker, member of the City Planning Commission.

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; Edward I. Murphy, Assistant Director of Planning; R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator); and Lynn E. Pio, Secretary.

Ralph Craib represented the San Francisco Chronicle; Donald Canter represented the San Francisco Examiner; and William Dorais represented television station, KQED.

APPROVAL OF MINUTES

It was moved by Commissioner Rueda, seconded by Commissioner Porter, and carried unanimously that the minutes of the meeting of March 18, 1971, be approved as submitted.

CURRENT MATTERS

President Newman introduced Mrs. Diantha M. Nielson and Walter Duncan, members of the City Planning Committee of the 1971 Grand Jury.

Allan B. Jacobs, Director of Planning, reminded the Commission that a zoning field trip has been scheduled for next Thursday, April 22, 1971, at 1:00 p.m.

The Director requested that the Comprehensive Plans Committee (Commissioners Newman, Mellon and Ritchie) meet next Wednesday at 3:30 p.m.

The Director informed the Commission that the staff of the Department of City Planning, in response to a request from Supervisor Pelosi, had prepared a draft of an ordinance which would establish mandatory provisions for visual and physical access to the Northern Waterfront in conformance with the objectives stated in the Northern Waterfront Plan. If Supervisor Pelosi introduces the matter to the full Board, the proposed legislation will be returned to the City Planning Commission for review.

Commissioner Porter asked if the draft legislation had been discussed with the staff of the Port Commission. The Director replied in the affirmative.

CU71.14 - 2110-2154 Post Street, north line, 37.5 feet west of Pierce Street.

Request for modification of conditions established by Resolution No. 6233 requiring that 35% of the patients housed in the subject convalescent hospital be subsidized by Medi-Cal.

(UNDER ADVISEMENT from meeting of March 4 and April 1, 1971).

R. Spencer Steele, Assistant Director-Implementation (Zoning Administrator), summarized a memorandum on convalescent hospitals in San Francisco which had been mailed to members of the Commission on March 25, 1971. The memorandum, which is available in the files of the Department of City Planning, indicated that while the City has more than a sufficient number of convalescent hospital beds for private patients, the need for convalescent hospital beds for Medi-Cal patients is increasing. Mr. Steele remarked that this trend has been apparent when the subject convalescent hospital was being considered by the staff of the Department of City Planning in June, 1968; and, for that reason, the Commission, acting on the recommendation of the staff, had established a condition requiring that 35% of the beds in the facility be occupied by Medi-Cal patients. At that time, individual members of the Commission had stated that they probably would not have voted to approve the conditional use application for the convalescent hospital if the applicant had not agreed to provide Medi-Cal beds at the required ratio. For those reasons, and because Medi-Cal beds are still needed in San Francisco as evidenced by the report which had been prepared by the staff of the Department of City Planning and by information which had been received from the San Francisco Department of Social Services, he recommended that the subject application, which would fulfill no public need, be disapproved.

Commissioner Finn asked if the staff of the Department of City Planning had sought the advice of the City Attorney concerning the legality of enforcing the condition requiring that 35% of the beds in the subject convalescent hospital be occupied by Medi-Cal patients. Mr. Steele stated that he had an informal opinion from the City Attorney that the condition could not be enforced when circumstances beyond the control of the owner of the property make it impossible to fulfill a conditional use requirement.

Commissioner Porter, noting that Mr. Steele had stated that approximately 1,500 people from San Francisco are being cared for in convalescent hospitals located outside of the City, asked if all of those people are Medi-Cal patients. Mr. Steele replied in the affirmative, indicating that the Department of Social Services does not maintain a record of private patients being taken care of outside of the City. However, since convalescent care is less expensive in other areas, he felt that it was likely that a large number of private patients have left the City, also.

President Newman, remarking that the owner of the subject convalescent hospital had previously testified that he could not find anyone who would be willing to operate the facility under the requirement for 35% occupancy by Medi-Cal patients, asked if disapproval of the subject application would mean that the facility would not be a viable entity. Mr. Steele replied that that seemed to be the case; however, he emphasized that many other convalescent hospitals in San Francisco have found it possible to operate successfully with a much higher ratio of Medi-Cal patients. In fact, the owners of one 360-bed convalescent hospital now under construction have stated that all of the beds in the facility will be allocated to Medi-Cal patients.

Commissioner Porter asked if all of the convalescent hospitals which have high ratios of Medi-Cal patients have been required by the City Planning Commission to maintain such ratios. Mr. Steele replied in the negative.

No one was present in the audience to speak in favor of or in opposition to the subject application.

After further discussion, it was moved by Commissioner Porter, seconded by Commissioner Rueda, and carried 5-1 that Resolution No. 6707 be adopted and that the subject application be disapproved. Commissioners Finn, Newman, Porter, Ritchie, and Rueda voted "Aye"; Commissioner Miller voted "No".

Commissioner Ritchie complimented the staff of the Department of City Planning on the convalescent hospital report which had been mailed to members of the Commission and suggested that the report should be distributed to professionals in the community who might be interested in the data which it contained.

Commissioner Porter stated that she had voted for disapproval of the subject application because she believed that the City Planning Commission would never have approved such a large facility in the first place if the applicant had not agreed to maintain 35% occupancy by Medi-Cal patients.

Richard Bancroft, attorney for Mrs. Shirley McChesney, owner of three convalescent hospitals in San Francisco which maintain a 60% occupancy by Medi-Cal patients, confirmed the findings which had been stated in the convalescent hospital report which had been prepared by the staff of the Department of City Planning.

**R71.3 - Acquisition of property for greenbelt, Twin Peaks, Block 2724,
Lots 2 & 4.**

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), reported on this matter as follows:

"Pacific Coast Construction Company, developer of Midtown Terrace, has offered to sell two parcels in the Twin Peaks area both of which are adjacent to the interior park belt, also known as the greenbelt or interior greenbelt."

1. The first of the three main branches of the Army is the Infantry. It is the backbone of the Army and is the most numerous branch. It is divided into three main divisions: the Regular Army, the National Guard, and the United States Volunteers. The Regular Army is the permanent fighting force of the United States. The National Guard is the militia of the United States and is composed of citizens of the United States who are trained in military tactics. The United States Volunteers are citizens of the United States who are trained in military tactics and are available for service in the Regular Army or the National Guard.

2. The second of the three main branches of the Army is the Cavalry. It is the most mobile branch of the Army and is the most effective in the field. It is divided into three main divisions: the Regular Army, the National Guard, and the United States Volunteers. The Regular Army is the permanent fighting force of the United States. The National Guard is the militia of the United States and is composed of citizens of the United States who are trained in military tactics. The United States Volunteers are citizens of the United States who are trained in military tactics and are available for service in the Regular Army or the National Guard.

3. The third of the three main branches of the Army is the Artillery. It is the most powerful branch of the Army and is the most effective in the field. It is divided into three main divisions: the Regular Army, the National Guard, and the United States Volunteers. The Regular Army is the permanent fighting force of the United States. The National Guard is the militia of the United States and is composed of citizens of the United States who are trained in military tactics. The United States Volunteers are citizens of the United States who are trained in military tactics and are available for service in the Regular Army or the National Guard.

4. The fourth of the three main branches of the Army is the Engineers. It is the most technical branch of the Army and is the most effective in the field. It is divided into three main divisions: the Regular Army, the National Guard, and the United States Volunteers. The Regular Army is the permanent fighting force of the United States. The National Guard is the militia of the United States and is composed of citizens of the United States who are trained in military tactics. The United States Volunteers are citizens of the United States who are trained in military tactics and are available for service in the Regular Army or the National Guard.

5. The fifth of the three main branches of the Army is the Medical Department. It is the most important branch of the Army and is the most effective in the field. It is divided into three main divisions: the Regular Army, the National Guard, and the United States Volunteers. The Regular Army is the permanent fighting force of the United States. The National Guard is the militia of the United States and is composed of citizens of the United States who are trained in military tactics. The United States Volunteers are citizens of the United States who are trained in military tactics and are available for service in the Regular Army or the National Guard.

6. The sixth of the three main branches of the Army is the Quartermaster's Department. It is the most important branch of the Army and is the most effective in the field. It is divided into three main divisions: the Regular Army, the National Guard, and the United States Volunteers. The Regular Army is the permanent fighting force of the United States. The National Guard is the militia of the United States and is composed of citizens of the United States who are trained in military tactics. The United States Volunteers are citizens of the United States who are trained in military tactics and are available for service in the Regular Army or the National Guard.

"Lot 2, Block 2724, is a wooded parcel of 0.226 acres adjoining the 50-foot strip of greenbelt along the portion of Palo Alto Avenue which leads to the American Broadcasting Company TV tower on Mount Sutro . The parcel has no street access but if acquired by the City it would be usable by the public and could be reached by crossing the existing greenbelt property."

"Lot 4, Block 2724, consists of 2.962 acres of very steep rocky hillside lying between the ABC property and the rear property lines of single family houses along Dellbrook Avenue and Panorama Drive. This parcel also has no street access but abuts the Water Department's Summit Reservoir property to the east, also considered a part of the interior greenbelt. Because of the topography, it is hard to imagine any circumstances under which this parcel would be developed."

"Both parcels are zoned R-1-D."

"Although the Recreation Area and Park Location Plan does not show either of these parcels as included in the greenbelt, a map in the Department of City Planning's 1954 Report on a Plan for the Location of Parks and Recreation Areas in San Francisco indicates acquisition of the larger parcel."

"Although there seems to be no imminent danger of development, acquisition of both parcels would be desirable to extend City control over areas which are visually a part of the greenbelt."

Commissioner Porter stated that she felt that acquisition of the property would be desirable; however, in view of the City's fiscal problems, she questioned whether the proposal would be given high priority.

Mr. Steele stated that it was his understanding that the owners of the property had offered to sell the lots to the City at their appraised value; and he believed that the City would not be willing to spend that much money for the property. Nevertheless, he felt that the Commission should go on record as to the conformance of the purchase with the Master Plan.

The Director recommended that the acquisition of the property be approved as in conformity with the Master Plan.

Commissioner Finn remarked that the property is undevelopable. Commissioner Ritchie remarked that the City ought to be able to acquire the property at a reasonable price if it is undevelopable and if it has no access.

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The Director felt that it should be clear that the Director of Property would not recommend that an exorbitant amount of money be spent for the property.

Commissioner Rueda asked if the property could legally be developed without specific action on the part of the City Planning Commission. Mr. Steele replied that the property could be developed without approval by the City Planning Commission only if access were to be provided in conformance with the requirements of the City Planning Code.

After further discussion, it was moved by Commissioner Rueda, seconded by Commissioner Porter, and carried unanimously that the Director be authorized to report that the acquisition of Lots 2 and 4, Block 2724, for the interior park belt is in conformity with the Master Plan.

CONSIDERATION OF WEST PORTAL - ST. FRANCIS CIRCLE STUDIES

The Director remarked that the plans which had been prepared by Whisler-Patri Associates for the West Portal Avenue - St. Francis Circle area had been presented to the City Planning Commission on February 11, 1971; and he indicated that acceptance of a summary report on the plan by the City Planning Commission would complete the work authorized under Contract No. 1610 for the development of schematic plans for the subject area. He stated that the plans had been prepared in close co-operation with the staffs of the Department of Public Works, the Municipal Railway, and the Recreation and Park Department. Reactions had been obtained from the Technical Advisory Committee of the Transit Task Force. The West Portal Merchants Association had given constructive assistance during the course of the study; and the A.I.A. sketch plan prepared at the request of Supervisor Barbagelata had provided a significant basis for the project.

Piero Patri, representing Whisler - Patri Associates, presented and summarized the report which his firm had prepared to describe the schematic plans which were being proposed for the West Portal - St. Francis Circle area. The report is available in the files of the Department of City Planning.

The Director continued his report as follows:

"There is general and basic agreement to the design objectives contained in this report by all who participated. Understandably, in this early phase of the study, there are certain features presently proposed that are subject to more detailed study that will be done in the next preliminary plan stage under the Department of Public Works. For example, the staff of the Department of Public Works has expressed some reservations regarding the elimination of curbs at the intersections and ramping the sidewalk paving down to the crosswalk with heavy bollards defining the curb lines. Also the Municipal Railway staff has questioned the left-turn vehicular movement from West Portal Avenue to Fifteenth Avenue across the in-bound Muni tracks.

The Director also wishes to point out that the Division of Civil Control would not recommend that an investigation be made of the person who is the subject of this report.

Commissioner Woods stated that the person who is the subject of this report is a person who is a member of the Communist Party, and that the person who is the subject of this report is a person who is a member of the Communist Party, and that the person who is the subject of this report is a member of the Communist Party.

After further discussion, it was decided that the person who is the subject of this report should be placed under surveillance, and that the person who is the subject of this report should be placed under surveillance, and that the person who is the subject of this report should be placed under surveillance.

COOPERATION OF THE PERSONS WHO ARE SUBJECTS OF THIS REPORT

The Director stated that the person who is the subject of this report is a person who is a member of the Communist Party, and that the person who is the subject of this report is a person who is a member of the Communist Party, and that the person who is the subject of this report is a member of the Communist Party. The person who is the subject of this report is a person who is a member of the Communist Party, and that the person who is the subject of this report is a person who is a member of the Communist Party, and that the person who is the subject of this report is a member of the Communist Party.

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"The important decision by the City of whether to allocate some of the West Portal subway BARTD monies to the surface beautification of West Portal Avenue, as proposed in this report, has yet to be made. The staff supports and recommends that when such decision is being taken that consideration be given to the use of these funds to allow the improvement of the two-and-one-half blocks of West Portal Avenue between Vicente Street and the St. Francis Circle street car loading zone for which no funding presently exists.

"Also regarding priorities of construction if cost estimates exceed the monies allocated from the Market Street bond issue for the one block area between Ulloa and Vicente Streets, the staff recommends that a sidewalk paving other than brick be considered for the project."

At the conclusion of his report, the Director made the following recommendations:

"That the City Planning Commission approve and accept the Summary Report of the West Portal Avenue - St. Francis Circle Plan and authorize the Director to transmit same to the Director of Public Works for detailing and implementation;

"And, further, that the Director of Public Works be asked to seek an early decision on the allocation of BARTD funds to help effect this project including the improvements to the presently non-funded intervening street area of West Portal Avenue between Vicente Street and the St. Francis Circle street car loading zone;

"And, further, that if construction cost estimates appear to exceed the monies allocated from the Market St. bond issue that the Director of Public Works consider sidewalk paving other than brick."

Commissioner Porter questioned whether the difference in cost between concrete and brick sidewalk paving would be significant enough to affect the economy of the overall project. The Director stated that he did not know the cost differential between the two types of paving. He indicated that no financial problems would be anticipated if BART funds are made available for the project. However, if those funds are not made available, priorities would have to be established; and his recommendation was that brick paving should be given a low priority.

Mr. Patri stated that elimination of brick sidewalks would result in a saving of between \$30,000 and \$40,000. The Director pointed out that a \$30,000 expenditure for brick paving would amount to 15% of the project cost if the only money available were the \$200,000 allocated by the City.

Mr. Patri remarked that the Recreation and Park Department might be willing to provide additional money for reconstruction of the park over West Portal.

The Board of Directors has the honor to acknowledge the receipt of the report of the Executive Committee for the year 1900. The report is a most interesting and valuable one, and it is a pleasure to find that the Executive Committee has done so much for the benefit of the Society during the year. The report is a most interesting and valuable one, and it is a pleasure to find that the Executive Committee has done so much for the benefit of the Society during the year.

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President Newman asked how many existing parking spaces would be eliminated by the proposed plan. Mr. Patri replied that approximately 10 parking spaces would be lost.

Commissioner Finn called attention to the fact that the Municipal Railway has a rectifier station in the park above West Portal; and, while no funds are now available for relocation of that facility, he felt that the Municipal Railway would be willing to work with the Department of City Planning and the Department of Public Works to resolve the problem.

Peter Kitchel, representing the San Francisco Planning and Urban Renewal Association, suggested that the City should make every effort to implement the proposed beautification plan along the entire length of West Portal Avenue from West Portal to the St. Francis Circle; and he felt that the additional funds needed to carry out the entire project should be acquired through negotiations with BART. He also remarked that the decision to place the right-of-way of the Municipal Railway on the surface rather than in a tunnel through West Portal would lessen the quality of service offered by the Municipal Railway; and, since residents of the area beyond St. Francis Circle have a greater stake in the quality of service provided by the Municipal Railway than they have in the economic health of the West Portal shopping area, he felt that the City should assume responsibility for assuring that automobiles would not be allowed to interfere with the streetcars passing through the West Portal area.

Frank Scheifler, Assistant Transportation Superintendent for the Municipal Railway, agreed with the suggestions which had been made by Mr. Kitchel. He stated that the schematic plans which had been prepared by Whisler-Patri Associates would not benefit the Municipal Railway; and, as the results of a recent 12-hour traffic check in the area had shown, at least 10,000 inbound and 10,000 outbound Municipal Railway passengers would be affected each day by impaired transit service. He remarked that merchants in the West Portal shopping area had previously claimed that their patrons travel to the area by automobiles; and that claim had been confirmed by surveys which indicated that 50% of the Municipal Railway vehicles passing through the area do not stop. In conclusion, he urged that every possible effort be made to facilitate Municipal Railway traffic through the West Portal area.

After further discussion, it was moved by Commissioner Ritchie and seconded by Commissioner Porter that affirmative action be taken on the recommendations of the Director of Planning. Commissioner Finn stated that he would vote in favor of the motion on condition that every effort be made by the City departments involved to work out the problems of the Municipal Railway. When the question was called, the Commission voted unanimously to:

- "1. Approve and accept the Summary Report and to authorize the Director to transmit it to the Director of Public Works for detailing and implementation;

- "2. To ask the Director of Public Works to seek an early decision on the allocation of BARTD funds to help effect this project including the improvements to the presently non-funded intervening street area of West Portal Avenue between Vicente Street and the St. Francis Circle street car loading zone;
- "3. To suggest that the Director of Public Works consider sidewalk paving other than bricks if construction cost estimates appear to exceed the monies allocated to this project from the Market Street Bond Issue."

Greg Hurst, representing the San Francisco Council of District Merchants and the Merchants of the West Portal shopping area, expressed his appreciation to the Commission for the position which it had taken.

The meeting was adjourned at 3:10 p.m.

Respectfully submitted,

Lynn E. Pio
Secretary

SAN FRANCISCO
CITY PLANNING COMMISSION

Minutes of the regular meeting held Thursday, April 22, 1971.

The City Planning Commission met pursuant to notice on Thursday, April 22, 1971 at 1:00 P.M. at 100 Larkin Street.

PRESENT: Walter S. Newman, President; James J. Finn, Mortimer Fleishhacker, and Mrs. Charles B. Porter, members of the City Planning Commission.

ABSENT: Thomas J. Mellon, John Ritchie, and Hector E. Rueda, members of the City Planning Commission.

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator); Robert Passmore, Planner V (Zoning); Marie Carlberg, Planner III; Edward Michael, Planner III; and Lynn E. Pio, Secretary.

Ralph Craib represented the San Francisco Chronicle; Donald Canter represented the San Francisco Examiner.

1:00 P.M. Field Trip

The Commission and staff departed from 100 Larkin Street at 1:00 P.M. to take a field trip to properties scheduled for consideration during the zoning hearing of May 6, 1971.

2:15 P.M. - 100 Larkin Street

CURRENT MATTERS

Allan B. Jacobs, Director of Planning, reported on the results of the Mayor's review of the Department of City Planning's budget for the next fiscal year and advised the Commission that the budget will be considered by the Finance Committee of the Board of Supervisors next Wednesday, April 28, at 2:00 P.M.

The Director reported that the Planning & Development Committee of the Board of Supervisors, meeting on Tuesday, had recommended approval of a proposed change of zone from R-3 to R-2 for a large area in the North-Central Richmond District. The reclassification had previously been approved by the City Planning Commission on March 4, 1971.

The Director advised the Commission that notices will be sent to all neighborhood associations next week informing them of public presentations of the Urban Design Plan on May 21 - 23 in the Auditorium of the San Francisco Museum of Art.

Following a recommendation by the Director, it was moved by Commissioner Fleishhacker, seconded by Commissioner Finn, and carried unanimously that the

Commission's regular meeting scheduled for next Thursday, April 29, 1971, be cancelled.

The Director requested the Plan Implementation Committee of the Commission (Commissioners Fleishhacker, Finn and Porter) to meet next Thursday at 3:30 P.M.

After discussion, the Commission requested the Director to reply to a letter which had been received from Joseph Brajkovich, representative of Little Hollywood, regarding the Improvement Plan for Residence.

In response to questions raised by the Commission, the Director indicated that additional information regarding escrow accounts and housing courts will be made available to members of the Commission prior to the Meeting of May 13, 1971.

The Director then read the following report:

"According to Section 116 of the City Charter, the City Planning Commission is required to hold public hearings on substantial (in its own judgement) amendments or additions to the Master Plan."

"Funds are available as part of our current work program to have the Northern Waterfront Master Plan Amendment reprinted with color maps, the result of which will be an easier to read and more clear document both in text and maps. I'm sure you are aware that many people and agencies (such as BCDC) are not aware that there is an official, approved Plan for the Northern Waterfront and that some of those who are aware of the plan tend not to be aware of its contents, or they tend to dismiss it. One major reason for this, I feel, is that the official document, because of previous publication limitations is not as attractively packaged as it might be."

"Up to the present time, approximately 450 copies of the amendment have been printed on Department equipment using 50 stencils originally cut about the time of its adoption by the Commission in June 1969. Two years of reference to the document have made the staff aware of desired improvements in the way of punctuation, grammar and occasional understated intent. Additionally, with the availability of color printing, it will be possible to heighten and expand various features of the maps which could not be done using one-color printing."

"The staff is desirous of using this opportunity to make a minimum number of changes in order to more clearly state the intent of the Plan amendment and with this memorandum is proposing some modifications. Changes proposed include the addition or deletion of a word or words within a phrase, punctuation, capitalization, minor changes in terminology and more accurate descriptions of geographic features. However, the most notable changes proposed are the complete rewriting of four paragraphs and the addition of two sentences to another."

"Refinements proposed on the maps all reflect stated goals, objectives, policies or proposals in the text of the Plan but which, due to technical limitations of one-color printing were in the past necessarily simplified or omitted to achieve some degree of legibility.

"The staff does **not** believe that any of the proposed modifications constitutes a substantial or, for that matter, even minor, change in the plan which would require a public hearing. However, because the publication will change format and will not contain precisely the same language or maps and, more importantly, because the Commission must determine whether or not these constitute substantial amendments or additions, the following revisions to the five paragraphs are submitted for the Commission's consideration."

After reviewing the specific modifications which were being proposed to the text of the Northern Waterfront Master Plan Amendment, the Director recommended adoption of a draft resolution which he had prepared which would authorize the staff to reprint the Northern Waterfront Master Plan Amendment with the text modifications, colored maps, and redesigned format which he had just described.

After discussion, it was moved by Commissioner Porter, seconded by Commissioner Finn, and carried unanimously that the draft resolution be adopted as City Planning Commission Resolution No. 6708 and that reprinting of the Northern Waterfront Master Plan Amendment be authorized with certain text modification, colored maps, and redesigned format as recommended by the staff of the Department of City Planning.

R71.13 - Acquisition of replacement site for Engine Company #35 and Truck Company #8 firehouse. State parcel No. 39438-DD on Brannan Street west of Fourth Street.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), advised the Commission that the State of California, in connection with the Fourth Street overcrossing portion of the Southern Freeway Project, is acquiring the fire-station on Bluxome Street west of Fourth Street, Lot 21, Block 3786. As a part of the compensation, the State has offered a replacement site on Brannan Street in the same block. In addition, there would be a cash settlement of \$447,649.00. Mr. Steele stated that the replacement site is vacant, that it has a frontage of 92 feet on Brannan Street, and that it has an area of 80,000 square feet. The site is located immediately west of the new freeway ramp and overcrossing approach. The existing site on Bluxome Street has an area of 6,000 square feet and is occupied by a fire station which was constructed in 1938. Mr. Steele stated that the new location for the facility would be in accordance with the firehouse location plan of the Public Facilities section of the Master Plan.

Commissioner Porter asked if the cash settlement being offered by the State would be sufficient to pay for reconstruction of the firehouse on the new site. Rene Gautier, Chief of the Division of Planning and Research of the Fire Department, replied that additional funds might be required from the Fire Department's building fund; however, he felt that an extremely good settlement had been arranged with the State.

Commissioner Porter then asked if the new building would be the subject of a design competition. Chief Gautier replied that the fire stations which had been authorized by bond issues had been the subjects of design competitions; however, since the proposed facility would not be related to the bond issue, he felt that the City Architect would probably take responsibility for design of the building.

The Director stated that a hearing had been held last Tuesday afternoon before the State Public Utilities Commission at which time both the City of San Francisco and the Southern Pacific had stated that the the Fourth Street overcrossing may not in fact be needed. With the advent of Railpax, interstate passenger trains will no longer come into San Francisco; and, as a result, it would become possible for Southern Pacific to construct a new commuter terminal west of Fourth Street and to discontinue use of the existing passenger station. Under such circumstances, the Fourth Street overcrossing would not be necessary; and the firehouse presently under consideration would not have to be relocated. He had discussed the matter with the Director of Property; and, because the Director of Property had indicated that action on the subject referral was a matter of some urgency, he had placed the item on the Commission's agenda even though he had not had sufficient time to determine specifically whether or not the Fourth Street overcrossing would be constructed. Under the circumstances, he recommended that acquisition of State Parcel No. 39438-DD on Brannan Street west of Fourth Street as a replacement site for the existing firehouse be approved as in conformity with the Master Plan provided that relocation of the facility is ultimately found to be necessary.

After discussion it was moved by Commissioner Porter, seconded by Commissioner Fleishhacker, and carried unanimously that the Director be authorized to report that the acquisition of state Parcel No. 39438-DD on Brannan Street west of Fourth Street as a replacement site for the Engine Company No. 35 and Truck Company No. #8 firehouse is in conformity with the Master Plan providing that relocation of the facility is ultimately found to be necessary.

Review of Final Plans for two-family dwellings in Mira Glen Planned Unit Development (CU64.7 - Resolution No. 7758)

Robert Passmore, Planner V - Zoning, reported on this matter as follows:

"Scheduled for review today are plans for fifteen two-family dwellings proposed for construction in the Mira Glen Planned Unit Development. These plans which propose side by side dwelling units in a manner

similar to 18-foot wide single family townhouses are proposed as a substitution for 16 two-family dwellings 32.6 feet wide having one unit over the other approved by the Planning Commission in 1966, but as yet unbuilt. The subject lots are on the east side of Malta Drive and slope down steeply to O'Shaughnessy Boulevard.

"The earlier approved plan provided for a two-floor three-bedroom dwelling unit over a one-floor two-bedroom dwelling unit and was proposed to sell for approximately \$72,000. Although one house of this design has been built in the subdivision, the developer has not found it possible to sell any additional models of this house and believes a different design to be desirable.

"In the proposed new plan each dwelling would be three floors high, (two levels above the Malta Drive grade) and contain two or three bedrooms. The two-family dwellings would be sold on a condominium basis, and it is contemplated by the developer, Frank Oman, Builder, that the selling price would be approximately \$39,500 per unit. The proposal will require a resubdivision of the presently authorized subdivision to permit the slightly greater dwelling width.

"Although the subject property is zoned R-1, the authorization for the development of a planned unit development authorized the construction of two-family dwellings on the sites subject to present proposal. Other portions of development were also authorized for two-family dwellings, while other areas were restricted to single-family dwellings. A substantial portion of the development area was restricted to use as common open space. The approximately 13.75-acre planned unit development was authorized to contain a total of 119 dwelling units. Only a small portion of these units have been constructed."

In response to a question raised by Commissioner Porter regarding the size of the units being proposed, Mr. Passmore stated that the units would contain approximately 1600 square feet of gross floor area; he noted, however, that a considerable amount of that space would be used for stairways.

The Director noted that the plans now being proposed would place less building bulk on the site than the plans which had been approved earlier; and, since the plans would provide usable family-oriented units, he recommended that the proposed changes be approved on the condition that the developer continue to consult with the staff concerning the exterior finishes of the dwellings and landscaping at both the front and rear of the buildings.

James Tuck, representing the applicant, stated that the Mira Glen Project had been underway for five or six years. During that time, several houses and a duplex had been constructed; however, in view of the present market, he felt that the type of dwellings being proposed would be easier to sell than the duplexes which were called for in the original plans.

April 22, 1971

The Director asked when construction of the proposed buildings would be initiated. Mr. Tuck replied that construction would begin as soon as approved permits are issued by the City.

Commissioner Fleishhacker asked if the buildings being proposed would all be identical. Mr. Tuck replied that the floor plans of the buildings would be identical; however, he indicated that the buildings would be painted different colors.

After further discussion it was moved by Commissioner Porter, seconded by Commissioner Finn, and carried unanimously that the substitute plans be approved on the condition that the developer continue to consult with the staff concerning the exterior finishes of the dwellings and the landscaping at both the front and rear of the buildings.

The meeting was adjourned at 3:25 P.M.

Respectfully submitted,

Lynn E. Pio
Secretary

SAN FRANCISCO
CITY PLANNING COMMISSION

Minutes of the regular meeting held Thursday, May 6, 1971.

The City Planning Commission met pursuant to notice on Thursday, May 6, 1971, at 1:15 P.M. in the meeting room at 100 Larkin Street.

PRESENT: Walter S. Newman, President; James J. Finn, Mortimer Fleishhacker, Thomas J. Mellon, Mrs. Charles B. Porter, John Ritchie, and Hector E. Rueda, members of the City Planning Commission.

ABSENT: None

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator); Robert Passmore, Planner V - Zoning; Peter Svirsky, Planner IV - Zoning; Patricia Peterson, Planner II; Frederick Mock, Planner II; and Lynn E. Pio, Secretary.

Donald Canter represented the San Francisco Examiner; Ralph Craib represented the San Francisco Chronicle.

APPROVAL OF MINUTES

It was moved by Commissioner Porter, seconded by Commissioner Rueda, and carried unanimously that the minutes of the meetings of March 25 and April 15, 1971, be approved as submitted.

At this point in the proceedings, Commissioner Fleishhacker arrived in the meeting room and assumed his seat at the Commission table.

CURRENT MATTERS

"Allan B. Jacobs, Director of Planning, informed the Commission that the staff of the Department of City Planning, as part of its Master Plan program to increase cooperation with other Departments, had begun working with the Public Library on a project to consider the long-term needs of that Department. In addition, the staff had met with Chief Nelder of the Police Department to discuss the possibilities of a joint effort with that Department, also.

"The Director reported that the Department's budget for the next fiscal year will apparently fail to provide sufficient funds for printing the reports which are scheduled for completion during the next twelve months; however, he indicated that he would make every effort to resolve the situation satisfactorily.

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May 6, 1971

"The Director, noting that the Commission had requested the staff to prepare additional background material on other cities' experiences with escrow accounts and housing courts prior to the meeting of May 13, stated that the material would not be available until that date. Under the circumstances, he felt that the deliberations scheduled for that date should be postponed until a later date to be set by President Newman so that members of the Commission would have sufficient opportunity to review the materials before taking action on the Systematic Code Enforcement recommendations contained in the Improvement Plan for Residence report."

At this point in the proceedings, Commissioner Ritchie arrived in the meeting room and assumed his seat at the Commission table.

Commissioner Finn expressed his appreciation to the staff of the Department of City Planning for the assistance which it had given to the Public Utilities Commission in developing a \$44 million improvement program for the Municipal Railway. He indicated that he was particularly appreciative of the assistance which had been given by Edward I. Murphy, Assistant Director of Planning.

Discretionary Review of building permit application for Metropolitan Life Building at southwest corner of Market and Fremont Streets.

Peter Svirsky, Planner IV - Zoning, reported on this matter as follows:

"This Building Application is being reviewed pursuant to Planning Commission Resolution No. 6111, adopted in June 1967, which calls for discretionary review of all building projects along Market Street.

"The applicant is the Metropolitan Life Insurance Company, which together with the Bechtel Corporation would occupy a majority of the building space. Skidmore, Owings & Merrill are the architects. We understand that this is a going project that has been in planning for some time, although the Department of City Planning did not have access to the plans at an early stage as is customary with such projects.

"The site includes the entire frontage on Market from Fremont to First, and extends down Fremont for 275 feet. The Sheldon Building at First and Market is on the site but would not be demolished in the near future. The proposed building would be 38 stories and 524 feet high, with a gross floor area of 997,228 square feet and a floor area ratio of 17.6:1. With the Sheldon Building included, the ratio is 19.5:1, the maximum allowed by the Planning Code.

"A high building efficiency and the maximum total floor area allowed were part of the developers' program, and a large area per floor was considered necessary for the proposed occupants. The floor area achieved is a gross of 28,014 square feet per floor.

"Although the Department staff has not had a long period for discussions with the architects and developers, considerable improvement has been brought about through a series of meetings over the past two months.

"The staff had four main concerns when it reviewed the original scheme shown to the Department:

- "(1) In its bulk, the building had a north-south dimension of 244 feet and a diagonal dimension of 274 feet. The Urban Design Guidelines developed by the Department indicate that these dimensions would be much too great.
- "(2) Access to the truck loading was poor, with a necessity for backing of trucks on Fremont Street and significant hazards on the sidewalk.
- "(3) Only one space for retail use was provided at ground level, and the indication was that it would be for a bank.
- "(4) Only a little attention had been given by that time to treatment of the facade, which tended toward a flat and forbidding appearance.

"Through the meetings with the staff, and through testing of the new ideas that were offered, the architects and their clients have arrived at a design that does the following:

- "(1) It reduces the building length to 206 feet, with 246 feet in the diagonal dimension. By coming half way from the original dimensions toward the desirable Urban Design Guidelines, the designers have done the best they can within their program. The building efficiency is not seriously lowered by the change.
- "(2) The new design places truck loading underground, eliminating the former hazards and allowing better use of the ground level.
- "(3) The new plans also provide more retail space, allowing for such space at both ends of the building.

May 6, 1971

- "(4) By providing for a thicker skin on the building, these plans give more latitude for articulation and texture in the facade to reduce the massiveness of its appearance.

"These changes, particularly in their freeing of more space for use at ground level, result in a more straightforward use of the bonus system, especially through provision of plazas, sidewalk widenings and side building setbacks. The building also has bonuses for transit station proximity, multiple building entrances and shortening of walking distance. The facades are flush to Market and Fremont Streets, providing good definition of those streets with sunlight allowed to penetrate through the side setbacks. Should extension of the development to the rest of the block later prove possible, this building could relate well to future structures and open spaces.

"If approval is given to this application, it should be with the following conditions:

- "1. That every effort be made, in leasing of the ground floor space, to attract retail activities such as restaurants and convenience stores that will provide goods and services needed by building occupants.
- "2. That the architects continue to work with the Department of City Planning staff to improve the building facade by giving it greater articulation, warmth and texture to minimize any hard and bulky appearance of the building.
- "3. That the design of all exterior ground surfaces be further developed, with review by the staffs of the Department of City Planning and Transit Task Force, so that the paving, landscaping and other features will be consistent with and complementary to the treatment of Market Street."

Commissioner Porter questioned whether use of the ground floor of the proposed building for retail activities would have an adverse effect on retailing in the core area of downtown.

Commissioner Fleishhacker remarked that retail stores would have to be removed to make way for construction of the new building; and, in any case, he noted that it was the recommendation of the staff that the retail uses to be included in the building should be for the convenience of occupants of the building.

Mr. Svirsky stated that one of the preliminary sketches which had been submitted to the Department of City Planning by the applicant had indicated that the plaza on the west side of the building might be used for an open air restaurant.

May 6, 1971

President Newman asked if the proposed building would affect any view corridors. Mr. Svirsky replied that the view corridor along Bush Street had already been blocked; and, as a result, he did not believe that the proposed building would have any effect on that view corridor. Commissioner Ritchie stated that he had studied the present status of the Bush Street view corridor which has already been destroyed forever by another major new high rise building; and he had concluded that the building now under consideration would not block any presently existing view corridor.

Commissioner Fleishhacker asked if it would be possible to withhold approval of the building permit application until such time as the conditions being recommended by the staff of the Department of City Planning have been met. The Director replied in the negative. He indicated, however, that the developers had given every assurance that they would meet those conditions; and, if they should fail to meet the conditions, the matter could be brought before the Commission for further consideration.

Commissioner Rueda inquired about the number of parking spaces being proposed by the applicants. Mr. Svirsky replied that the applicant had proposed to provide a total of 68 parking spaces for automobiles and four truck loading bays on two below-ground floor levels. Thus, only three percent of the floor space of the building would be devoted to parking whereas the City Planning Code allows up to seven percent of the floor area of office buildings in the C-3-0 district to be used for parking without specific conditional use authorization by the Commission.

President Newman asked how much of the gross square footage of the building had been allowed by the bonus provisions of the City Planning Code. Mr. Svirsky estimated that approximately 200,000 square feet of the total 997,000 square feet of floor area had been achieved through use of the bonus provisions.

Margaret Trafficante, Secretary of the Committee of Park Merced Residents Committed to Open Occupancy, asked permission to make a statement. President Newman advised Mrs. Trafficante that the Commission was not holding a public hearing; however, he indicated that the Commission would be willing to receive her statement when it had concluded its deliberations on the matter under consideration.

After further discussion it was moved by Commissioner Porter, seconded by Commissioner Fleishhacker, and carried unanimously that Resolution No. 6709 be adopted and that the building permit application for the Metropolitan Life Building be approved subject to the three conditions which had been recommended by the staff of the Department of City Planning.

May 6, 1971

On the invitation of the chair, Mrs. Trafficante read the following statement:

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"As/spokesman for the Committee of Parkmerced Residents Committed to Open Occupancy, I have asked to make a brief statement before this Commission to present an issue of the utmost relevance in regard to the skyscraper to be built by the Metropolitan Life Insurance Company.

"Met. Life still owns a 200 acre parcel of land in San Francisco, named Parkmerced. In December 1970 it sold only the buildings to a Parkmerced Corp., headed by Harry Helmsley. The Met. Life holds that Deed of Trust. The Parkmerced community of 3500 rental apartments was built over 30 years ago by the Met. and was also operated by them until December 1970.

"Over these many years, the Met. has enjoyed the services of the city; streets, utilities, fire protection, police protection, a school unique of all others in the city, to name a few. All this while, they were practicing housing discrimination in the most subtle and arrogant manner.

"During this long period, some officials of this city government looked the other way, others honestly didn't know about it, and no one ever successfully challenged it. The Metropolitan's corporate power has been operating to its fullest potential.

"Using their figure of 40 units turnover per month and $2\frac{1}{2}$ people per unit, there have been more than 31,000 people involved in the turnover and to the best of my knowledge, at no time have these apartments been rented to minorities unless preferential treatment given to one or two here and there or a settlement made after a formal complaint was filed by an individual. I would venture to say, prior to 1963 not one black person ever rented an apartment in Parkmerced. In 1963 when Met. Life was front page news with their announcement that Parkmerced would be "Opened to Negros", $7\frac{1}{2}$ years later there are less than $\frac{1}{2}$ of 1% minorities in this community of approximately 8000 residents.

"Now, Met. Life will be building a skyscraper on Market Street -- will be enjoying the same city services as enjoyed in Parkmerced, and the city will be allowing this privilege in spite of the fact that the discrimination in housing practices has not been resolved.

"I ask you this question...How can the city justify allowing a large corporation like Met. Life to build a skyscraper, no matter how architecturally sound, in one part of the city--while already being a San Francisco landowner involved in discrimination, contrary to public policy? The discrimination charges are before the Federal Courts; one filed by the Committee and another a class action suit filed by Blacks.

May 6, 1971

"The Planning Dept. has adopted a policy statement on Open Occupancy, in part which says enforcement should be carried out more actively than through the present process of filing complaints and law suits. One clear way to take an active role, would be for this Commission to compel Met. Life and the Parkmerced Corp. to enter into an Affirmative Action Program.

"I urge you to take serious consideration of this issue in its entirety before approving of the architectural soundness of the skyscraper on Market Street."

R71.18 - Turnkey Proposal for 69 dwelling units for low-income elderly persons on Arguello Boulevard, west line, between Clement Street and Cornwall Street; Assessor's Block 1432, Lots 6, 7, 8 and 9.

Robert Passmore, Planner V - Zoning, reported on this matter as follows:

"Pursuant to Section 118 of the Charter, the subject referral has been received from the Housing Authority for 69 dwelling units for low-income elderly persons to be built under the turnkey process by the Hagan Construction Company, on the west side of Arguello Boulevard midway between Clement and Cornwall Streets.

"This proposal, which would merge four Assessor's Lots, is a substitute for two turnkey projects by the same builder containing 29 and 17 dwelling units on three of the four subject lots approved by the Planning Commission and Board of Supervisors in 1968.

"The subject site has a frontage of 125 feet and a depth of 120 feet, and is in the R-4 zoned district which extends along Arguello Boulevard between Sacramento Street and Golden Gate Park.

"The proposed project, a wood-frame building four floors high over ground floor parking and lobby and social room, would contain 59 studio units, nine one-bedroom units and one two-bedroom unit. Except for a 36-foot wide one-floor social room that would be within 2.5 feet of the front property line the main building mass would be set back 22 feet from the front property line. Most of this set back area would be occupied by four parking spaces covered by a trellis. A rear yard of 25 feet is provided for usable open space and a roof deck at the fourth floor can also be provided.

"A variance application to permit 13 off-street parking spaces instead of the Planning Code required minimum of 35 spaces is scheduled for hearing by the Zoning Administrator on May 19, 1971.

"The subject site is currently occupied by four dwellings. The Housing Authority would be responsible for the relocation of the residents of these dwellings. Adjacent to the north of the site is a single-family dwelling and to the north of that is the Campfire Girls Club House. Adjacent to the south is a two-family dwelling and to the west are low-density dwellings zoned R-3. On the east side of Arguello Boulevard just south of the subject site is the Roosevelt Junior High School. Generally Arguello Boulevard is occupied by low-density older dwellings; however during the last several years a number of medium-density apartment houses have been constructed. The site is served by bus transportation on California Street, Euclid Street, Clement Street and Geary Boulevard. Neighborhood shopping facilities are available nearby on Clement Street. Passive recreation is available at Rossi Playground several blocks to the south.

"The proposed project conforms with the standards for R-4 zoning standards applicable to the subject site which would permit up to 75 dwelling units on the 15,000 square foot site.

"A 39-unit turnkey project for the elderly at 627 Arguello Boulevard proposed by Hagan Construction Co. and approved by the Planning Commission and the Board of Supervisors in 1968 has been abandoned and will not be built."

Commissioner Fleishhacker, noting that the applicants had requested a parking variance for the project from the Zoning Administrator, asked if the applicants would be able to provide all of the parking spaces required if the variance should be denied.

Mr. Hagen, the applicant, replied that it would be difficult to construct the proposed project if more than 13 parking spaces were to be required.

The Director recommended that use of the subject site for turnkey housing for the elderly be approved as in conformity with the Master Plan.

After further discussion it was moved by Commissioner Ritchie, seconded by Commissioner Fleishhacker and carried unanimously that the Director be authorized to report that the subject proposal is in conformity with the Master Plan.

R71.19 - Turnkey Proposal for 75 dwelling units for low-income elderly persons on Geary Boulevard at northwest corner of 31st Avenue; Assessor's Block 1463, Lots 18A, 19 and 22.

Robert Passmore, Planner V - Zoning, reported on this matter as follows:

May 6, 1971

"Pursuant to Section 118 of the Charter, the subject referral has been received from the Housing Authority for 75 dwelling units for low-income persons to be constructed under the turnkey process at the northwest corner of Geary Boulevard and 31st Avenue by Smith and Haley Construction, Inc.

"The proposed housing would be on a presently vacant rectangular R-4 zoned site having frontages of 120 feet along Geary Boulevard and 125 feet along 31st Avenue. The proposed 62 studio units, 12 one-bedroom units and two-bedroom manager's unit would be in a building six floors high over ground level off-street parking and accessory space. The building tower, which would be 119.33 feet wide by 65.33 feet deep, would front on 31st Avenue. Entrance to the 16 covered off-street parking spaces provided would be from 31st Avenue. The building would be approximately 64 feet high measured from Geary Boulevard. Usable open space is provided on a roof deck over the covered parking that occupies the western 45 feet of the lot. The building would have landscaped setbacks of five feet along Geary Boulevard and of approximately 12 feet along 31st Avenue.

"A variance application to permit 16 off-street parking spaces instead of Planning Code required 38 spaces is scheduled for a hearing before the Zoning Administrator on May 19, 1971.

"The subject site is in the R-4 district that extends along Geary Boulevard between 28th and 34th Avenues. To the east of the R-4 district Geary Boulevard is zoned C-2 and to the west is zoned R-3. North and south of the R-4 district property is zoned R-2. Most of the area is developed with low-density dwellings; however an 11-unit apartment house, 6 floors high over groundlevel parking, occupies the northwest corner of Geary Boulevard and 32nd Avenue and a 21-unit apartmenthouse, three floors high over ground level parking, occupies the northeast corner of Geary Boulevard and 31st Avenue. The topography of the area slopes up sharply to the south of Geary Boulevard and slopes down to the north of Geary Boulevard. George Washington High School occupies a four-block area between 30th and 32nd Avenues on the south side of Geary Boulevard. The school buildings are at a grade considerably higher than Geary Boulevard. Roosevelt Junior High School occupies the block on the north side of Geary Boulevard between 29th and 30th Avenues.

"Convenience shopping is nearby on Clement Street. Bus transportation is provided along Geary Boulevard, 33rd Avenue, and Clement and California Streets.

"Except for parking as described above, the subject proposal is in conformity with the R-4 zoning provisions applicable to the subject site. No other public housing presently exists in this area of the city."

May 6, 1971

Commissioner Porter asked if the proposed project would cover the entire parcel of property. Mr. Passmore replied in the negative, noting that landscaped setbacks would be provided along Geary Boulevard and 31st Avenue; and, in addition, he emphasized that the roof of the parking structure would be landscaped so that it would be usable for outdoor recreation.

Commissioner Fleishhacker, noting that the wall of the building which would front on Geary Boulevard would be almost entirely blank, suggested that some effort should be made to improve the appearance of that wall since it would front on a major public thoroughfare.

At this point in the proceedings, Commissioner Mellon arrived in the meeting room and assumed his seat at the Commission table.

Mr. Richard J. Kehres, representing John Sardis and Associates, architects for the applicants, stated that the blank wall had been predicated more on structural considerations than on aesthetic considerations. None of the apartments in the building would face on Geary Boulevard.

Commissioner Fleishhacker asked if the wall would be constructed of reinforced concrete. Mr. Kehres replied in the negative, indicating that concrete blocks would be the building material to be used for the wall.

Commissioner Fleishhacker asked if it would be possible to introduce some texture or color into the wall to improve its appearance. Mr. Kehres pointed out that the wall would contain small windows to give light to the dining areas of apartments located at that end of the building.

Mrs. Richard Haerr, 120 - 23rd Avenue, stated that many residents of the neighborhood had learned of the proposal for the turnkey housing project very recently. She indicated that three large apartment buildings have already been constructed in the area; and she stated that residents of the area were not happy about these buildings. Most importantly, construction of the proposed six story building would destroy the view presently enjoyed from George Washington High which is located on the opposite side of Geary Boulevard.

Mrs. Hugh Bailey, a resident of the subject neighborhood, stated that her children attend George Washington High School; and she felt that it would be most unfortunate if the view presently enjoyed from the school were to be lost. She stated that residents of the subject neighborhood were very disturbed about the proposed development.

Melvin Suddert, pastor of the Pine Methodist Church, stated that senior-citizen housing had been a real problem for the subject neighborhood because of the lack of recreational facilities in the area; and he hoped the Commission would take that factor into account during its consideration of the proposed project. He also remarked that a considerable alienation had developed between the senior citizens living in the area and the students of George Washington High School.

Vallory Edwards, a student at George Washington High School, informed the Commission that any structure over four stories in height would ruin the view from the high school; and she indicated that the student body as a whole was opposed to the proposed project. She stated that the high school had been located in the area for 35 years; and, during that time, people had come from all over the world to enjoy the view of the Bay, the Golden Gate Bridge, and the mountains from the school campus. She urged that the Commission not approve the proposed project.

Commissioner Porter, referring to the remarks which had been made by Mr. Suddert, stated that she was not aware that there is a preponderance of public housing for the elderly in the Richmond District. The Director confirmed that there is no preponderance or even any great amount of low-income housing in the Richmond District; and he indicated that no low-income housing for the elderly had yet been constructed in the neighborhood. He regarded the subject site as being appropriate for housing for the elderly because of its proximity to basic services; and he noted that use of the subject site for public housing for the elderly would conform with the policy recently adopted by the Commission specifying that public housing units should be dispersed throughout the City. He remarked that the placement of the building on the subject site had been designed to minimize interference with the view from George Washington High School. Furthermore, since the subject property is zoned R-4, private construction could take place on the site which would far exceed the height and bulk of the building presently under consideration without any specific consideration or control by the City Planning Commission. He recommended that use of the site for public housing for the elderly be approved; however, since he had just learned that the architect of the proposed building was a personal friend, he felt that he should disqualify himself from commenting upon the design of the building.

Mr. Suddert disagreed with the Director's statement that basic services are available in the area, remarking that there is not a single hospital available to the public located west of Arguello Boulevard. The Director pointed out that French Hospital is located west of Arguello Boulevard. Mr. Suddert stated that his principal concern was with the issue of mental health; and he stated that such facilities are not available in the subject neighborhood even though he had made attempts to have a mental hospital established.

Commissioner Ritchie felt that it would be desirable for the members of the Commission to visit the subject property again before taking action on the proposal; and, since the Commission was already late for it's 2:00 p.m. Zoning Hearing in City Hall, he moved that further consideration of the proposal be postponed for one week.

Commissioner Rueda requested that the residents of the subject neighborhood consider the City's great need for public housing for elderly people and the responsibility of the community to provide that housing.

Mrs. Bailey questioned whether the subject property would really be suitable for public housing for the elderly since the elderly people would have to compete with the five thousand students and teachers at George Washington High School for public transportation and other services.

Commissioner Fleishhacker seconded Commissioner Ritchie's motion for postponement. When the question was called, the Commission voted unanimously to take the matter under advisement until the meeting of May 13, 1971.

At 2:20 p.m. President Newman announced that the meeting was recessed. Members of the Commission then proceeded to the Chamber of the Board of Supervisors in City Hall and reconvened at 2:30 p.m. for the scheduled zoning hearing.

Commissioner Mellon was temporarily absent from the meeting room.

ZM71.6 600 Third Avenue, southeast corner of Balboa Street;
R-4 to a C-1 District.

R. Spencer Steele, Assistant Director-Implementation (Zoning Administrator), stated that he had received a letter from Donald M. Cahen, attorney for the applicant, requesting that hearing of the subject application be postponed. Mr. Steele recommended that the matter be postponed for one month.

After discussion it was moved by Commissioner Rueda, seconded by Commissioner Fleishhacker, and carried unanimously that hearing of the subject application be postponed until the meeting of June 3, 1971.

At this point in the proceedings, Commissioner Mellon rejoined the Commission.

ZM71.7 3990 Clay Street, northeast corner of Arguello
Boulevard; R-1 to an R-2 District.

R. Spencer Steele, Assistant Director-Implementation (Zoning Administrator), referred to land use and zoning maps to describe the subject property which is a nearly rectangular lot with frontages of 125.7 feet on Clay Street and 27.15 feet on Arguello Boulevard. Mr. Steele stated that all of the lots in the subject block fronting on the east side of Arguello Boulevard, with the exception of the subject property, are zoned R-2 and are developed with low to medium density dwellings. The frontages along both sides of Clay Street from Cherry Street west to Arguello Boulevard are zoned R-1; and most of those lots are developed with large single family houses with a sprinkling of two-unit dwellings. The applicant had requested reclassification of the subject property from R-1 to R-2 so that he would be able to use existing rooms on the street level of his building for a second family unit.

Socrates Mamakos, the applicant, remarked that the case report which had been prepared by the staff of the Department of City Planning had indicated that a one-car garage occupies the rear yard of the subject property and that conversion of the existing dwelling to two-family occupancy would require a variance for the rear yard parking as well as for a second parking space. He stated that the existing garage actually has sufficient capacity for two automobiles; however, the door to the garage would have to be modified to allow both automobiles to enter. Under the circumstances, he did not feel that a variance from the second parking space would be required. He emphasized that the existing dwelling occupying the property is very large and that it has already been divided into two dwelling units; and he indicated that the only change which would result from

approval of the requested reclassification would be the construction of an entrance to the second dwelling unit from Arguello Boulevard. Since all of the properties on the east side of Arguello Boulevard in the subject block are zoned R-2, he did not feel that reclassification of his property would change the character of the neighborhood.

Norman Coliver, representing Lloyd Luckmann, President of the Clay-Cherry Improvement Association, stated that his organization had been established to preserve the single family character of the neighborhood. After calling attention to the fact that a large number of people residing in the immediate vicinity of the subject property were present in the audience, he remarked that his association had determined that the quality of a residential neighborhood can be related directly to its density; and, as a result, the members of his organization were opposed to any efforts on the part of real estate developers to subdivide existing single-family homes into two or more dwelling units. Since the Clay-Sherry Improvement Association was established in 1962, its members had turned out on six previous occasions to urge that the quality of their neighborhood be preserved. Mr. Coliver acknowledged that properties located on the east side of Arguello Boulevard in the subject block are zoned R-2; however, he pointed out that the entrance to the house located on the subject property faces on Clay Street which is zoned R-1. Under the circumstances, reclassification of the property to R-2 would erode the edges of an established R-1 District. Furthermore, if the property were to be used for a second dwelling unit, a second off-street parking place would be required in addition to the one which already occupies the rear yard area of the property. While the applicant had promised that he would not rent the second dwelling unit to more than one person, such a commitment could not be enforced; and, in any case, the promise would not be binding on any future purchaser of the property. Mr. Coliver remarked that the building occupying the subject property is no larger than the average house in the neighborhood; and, while the applicant had indicated that the building is four stories high, it actually consists of three residential floors over a basement. Finally, he felt that the applicant should have been aware of the zoning of the property when he purchased it only three or four months ago, especially since he is an attorney. In conclusion, he urged that the application be disapproved.

Robert Beach, Chairman of the Zoning Committee of the Presidio Heights Association of Neighbors, supported the argument which had been made by Mr. Coliver and urged that the application be disapproved. In response to a question raised by President Newman, Mr. Beach stated that his organization has a membership of approximately six hundred people.

Mr. Steele remarked that single family usage is predominant in the subject neighborhood in spite of the large size of the existing dwellings; and he noted that all of the properties fronting on Clay Street in the immediate vicinity of the subject property are zoned R-1. He stated that nothing had changed since 1960 to warrant a change in the boundary line between the R-1 and R-2 zoning districts which was established by the Commission at that time; and he felt that no public purpose would be served by the requested reclassification. Therefore, he recommended that the subject application be disapproved.

Mr. Mamakos stated that the fact that people were opposed to his application did not mean that the request did not have merit; and, in fact, he doubted that all of the six hundred members of the Presidio Heights Association of Neighbors were actually opposed to the proposal. While an objection had been raised to the application on the basis that it would erode the edges of the existing R-1 District, he remarked that erosion had already been allowed to take place when properties on the east side of Arguello Boulevard, including a corner property with frontage on Washington Street, had been classified R-2. If his property were reclassified to R-2, he did not intend to let it affect the character of the neighborhood; and, for that reason, he planned to install the entrance to the second dwelling on Arguello Boulevard rather than on Clay Street. Furthermore, he would be willing to sign an agreement specifying that he would request that the property be reclassified to R-1 before placing it on the market for sale. He confirmed that he was aware of the R-1 zoning of the property before he purchased it; however, he wanted to live in the subject neighborhood. Because taxes on the property are in excess of \$2,000 per year, he felt it might eventually be difficult to maintain the house as a single-family dwelling. He remarked that there are many people who would like to have an opportunity to live in such a nice neighborhood; and, since one additional person would not pose a threat to the character of the area, he urged that the application be approved.

The Secretary called attention to one letter which had been received in support of the application and to 18 letters in opposition to the proposal.

Commissioner Fleishhacker inquired about the Commission's reasons for excluding the subject lot from the R-2 District along Arguello Boulevard when the new zoning ordinance was adopted in 1960. Mr. Steele replied that the property had been included in the R-1 District because its entrance is on Clay Street.

Commissioner Fleishhacker, noting that the property located on the southeast corner of Arguello Boulevard and Washington Street had been included in the R-2 District, asked about the location of the entrance to the building occupying that property. Mr. Steele believed that the entrance to that property is located on Arguello Boulevard.

Commissioner Porter, recalling the 1960 rezoning, stated that existing single-family houses had been zoned R-1 while two-family dwellings were zoned R-2.

After further discussion it was moved by Commissioner Ritchie, seconded by Commissioner Rueda, and carried unanimously that Resolution No. 6710 be adopted and that the subject application be disapproved.

ZM71.8 2374 18th Avenue, east line 125 feet north of
Taraval Street; R-2 to a C-2 District.

R. Spencer Steele, Assistant Director-Implementation (Zoning Administrator), referred to land use and zoning maps to describe the subject property. He stated that the current proposal was included in Application No. ZM71.2 requesting reclassification from R-2 to C-2 for 2375 and 2379-81 17th Avenue and 2378 8th Avenue, as well as the subject property. Resolution No. 6684, adopted February 4, 1971, the City Planning Commission had approved Application No. ZM71.2 after

granting the applicant's request to withdraw the subject parcel, Lot 20, from the area proposed for reclassification. The same applicant, Safeway Stores Inc., had since filed a new application requesting that the subject parcel of property be reclassified from R-2 to C-2. Approval of requested reclassification would permit the joint development of all four lots with a 26,000 square foot Safeway Store which would front on C-2 property along Taraval Street.

Phil Davidson, representing Safeway Stores Inc., indicated that he had nothing to add to the remarks which had been made by Mr. Steele.

No one else was present in the audience to speak in favor of or in opposition to the subject application.

Mr. Steele recommended that the application be approved since reclassification of the subject property to C-2 would allow construction of a more efficient and better designed commercial structure without adversely affecting adjacent residential properties. He stated that the policy adopted by the City Planning Commission in Resolution No. 6685 to conduct a discretionary review for plans for the commercial development proposed by Safeway Stores Inc. would also apply to the subject lot if it were to be reclassified.

After discussion it was moved by Commissioner Porter, seconded by Commissioner Mellon, and carried unanimously that Resolution No. 6711 be adopted and that the subject application be approved.

At 2:55 p.m. President Newman announced a five-minute recess. The Commission reconvened at 3:00 p.m. and proceeded with the hearing of the remainder of the agenda.

CU71.18 283 Farallones Street, south line, 115.09 feet
east of Orizaba Avenue.
Request for a Day-Care Center and Nursery School
for not more than 50 pre-school and primary
school-aged children in an R-1 District.

R. Spencer Steele, Assistant Director-Implementation (Zoning Administrator), referred to land use and zoning maps to describe the subject property. He stated that the parcel is rectangular in shape with a width of 50 feet and a depth of 125 feet. The property is occupied by a vacant two-story single-family dwelling which is located on the westerly 25 feet of the lot. The rest of the lot is vacant. The applicant proposed to convert the dwelling to a day-care center and nursery school serving not more than 50 pre-school and primary school-aged children. Structural alterations of the building had been proposed; however, they would not involve any enlargement of the existing building. The day-care center would operate between 6:00 a.m. and 6:00 p.m., Mondays through Fridays. Mr. Steele stated that the same applicant had previously received conditional use authorization to operate a facility serving 34 children on Lobos Street, mid-block, between Capital and Plymouth Avenues, directly opposite the Ocean View playground. However, the applicant had not yet begun construction under the prior authorization and had indicated that he intended to regard the nursery school now being proposed as a substitute for the one which had been approved earlier. In any case, the previous authorization would expire on November 6, 1971.

Robert J. Poole, Jr., the applicant, stated that he had found the financial demands of the site previously authorized by the Commission to be too steep. With the help of interested individuals and groups in the community, he had located an alternate site for the facility; and he hoped that the subject application would be approved by the Commission so that he could proceed with his plans.

Commissioner Porter asked about the number of children to be accommodated on the site. Mr. Poole replied that the proposed facility would accommodate 35 primary school-aged children throughout the day and 15 pre-school aged children between 2:00 p.m. and 6:00 p.m. in the afternoon.

Peter Johnson, representing the San Francisco Local Development Corporation, stated that a search had been made throughout the neighborhood for an appropriate site for the proposed facility. It appeared that it would be financially feasible to modify the subject property to meet the needs of the school; and the only alternative would be to demolish two adjacent houses in the neighborhood and to build a new school. He remarked, however, that a requirement for replacement of the two off-street parking spaces presently available on the site might lessen the amount of play area available, thus forcing a reduction in the number of children to be accommodated in the facility.

President Newman inquired about the age of the oldest children to be cared for in the school. Mr. Poole replied that the oldest children would be approximately nine years old. He indicated, however, that most of the children would range in age from 2 to 6 years.

Richard Jarvis, also representing the San Francisco Local Development Corp., informed the Commission that only minor alterations would be made to the existing building and stated that nothing would be done to detract from the residential appearance of the property. He felt that the site would be well suited for the proposed use since it is located near a playground and near a public school; and he pointed out that older children attending the public school would be able to pick up their younger brothers and sisters from the nursery school at the end of the day. He also emphasized that there is a great need for the type of service being proposed.

Mike Mooney read a letter from the Chairman of the Planning and Development Committee of OMI. After reviewing OMI's understanding of the nature of the proposed use, the letter urged that certain conditions be established by the Commission if the application were to be approved, including the following:

1. That the Commission's previous authorization for a nursery school on Lobos Avenue be cancelled.
2. That the applicant would be willing to cooperate with the Education Committee of OMI.
3. That any proposal for changes in the school's method of operation be brought to the attention of OMI.
4. That the authorization for the proposed use be limited to the present applicant.

No one was present to speak in opposition to the subject application.

Mr. Steele felt that conversion of the existing building for nursery school use would be compatible with surrounding uses in the neighborhood if appropriate conditions were observed. Therefore, he recommended that the application be approved subject to nine specific conditions which were contained in a draft resolution which he had prepared for consideration by the Commission. After summarizing the conditions, he recommended adoption of the draft resolution.

Mr. Steele also recommended that the applicant request withdrawal of the authorization previously granted by the Commission for a nursery school on Lobos Avenue if the subject application were to be approved.

Mr. Poole stated that the conditions which had been recommended by Mr. Steele would be acceptable to him. He also stated that he would be willing to request withdrawal of the Commission's previous conditional use authorization for the Lobos Avenue property.

After further discussion it was moved by Commissioner Fleishhacker, seconded by Commissioner Porter, and carried unanimously that Resolution No. 6712 be adopted and that the application be approved subject to the conditions contained in the draft resolution.

Commissioner Fleishhacker asked that the record reflect the fact that the Commission had approved the subject application with the understanding that the applicant would request withdrawal of the conditional use authorization previously granted by the Commission for the Lobos Avenue property.

CU71.19 Bryant Funeral Home, 635-43 Fulton Street, south line, 122.5 feet west of Laguna Street.
Request for removal of the termination date presently set by the City Planning Code for an existing nonconforming mortuary and for expansion of the existing building; in an R-3 District.

R. Spencer Steele, Assistant Director-Implementation (Zoning Administrator), referred to land use and zoning maps to describe the subject property. He indicated that the property, which has a total area of 10,419.6 square feet, consists of three individual lots. Lot 20 is occupied by the Bryant Mortuary on the first two floors and two dwelling units on the third floor with a parking lot at the rear having access from Birch Street. Lot 19 is occupied by a two-family dwelling over a ground floor store; Lot 22 is occupied by a store. Mr. Steele stated that the mortuary and stores are nonconforming uses and subject to termination on January 22, 1990, under the City Planning Code. The applicants, Ralph T. Bryant and the San Francisco Redevelopment Agency, had requested that the mortuary be made a conditional use, thereby removing it from the category of a nonconforming use; and they had also specifically requested that the expiration date of the nonconforming use be removed. In addition, the applicants proposed to expand the mortuary by acquiring land on both sides of the existing facility for the construction of a family room and for access and egress to the existing parking lot. In conclusion, Mr. Steele stated that the Redevelopment Plan for Western Addition

Project Area 2 indicates the retention of the mortuary on the subject site; in addition, the plans call for the vacation of Birch Street between Buchanan Street and a point 90 feet west of Laguna Street, thereby eliminating access to the existing mortuary parking lot.

Ralph T. Bryant, one of the applicants, stated that he had nothing to add to the remarks which had been made by Mr. Steele.

Sarah Gorewitz, owner of the property located at 45 to 49 Fulton Street, stated that she had understood that the Redevelopment Agency intended to tear down her buildings in order to construct a parking lot for the mortuary; and she indicated she did not intend to sell her property.

Robert Reese, Assistant Area Director for Project A-2 for the Redevelopment Agency, informed the Commission that the Redevelopment Plan for the area calls for residential development of the subject block. Therefore, all non-residential uses are being acquired by the Redevelopment Agency for removal and replacement with residential uses. In reply to a question raised by Commissioner Fleishhacker, Mr. Reese stated that the property owned by Mrs. Gorewitz is being purchased by the Redevelopment Agency through condemnation action since the owner had not been willing to negotiate the sale of her property.

Commissioner Porter remarked that the subject block has a number of architecturally interesting older residential buildings which appear to be fairly substantial; and she wondered why the Redevelopment Agency had not made an effort to rehabilitate the buildings. Mr. Reese replied that the Redevelopment Plan for Project Area A-2 calls for the rehabilitation of approximately 400 properties; however, the properties in the subject block were not among those that were to be saved. In any case, only four buildings in the block were in good enough shape to render rehabilitation feasible.

Commissioner Rueda felt that action by the City Planning Commission on the subject application might be premature in view of the fact that the Redevelopment Agency was still involved in condemnation proceedings to acquire property which would be affected by the Commission's action. Mr. Steele replied that the City Attorney had ruled that the Redevelopment Agency may file zoning applications after it has taken certain steps to acquire privately owned property. In any case, the action of the City Planning Commission would be permissive and not mandatory.

Commissioner Finn stated that he would be reluctant to take action on the subject application until the condemnation issue had been resolved.

At the request of Commissioner Mellon, Mr. Reese explained that postponement of the Commission's action on the subject application might delay the start of the middle-income housing development proposed for the subject block. While he respected the fact that the Commission was free to act as it saw fit, he noted that the Zoning Administrator had already acted on a variance application affecting the proposed development.

Mr. Steele recommended that the application be approved subject to four specific conditions which were contained in a draft resolution which he had prepared for consideration by the Commission.

Commissioner Fleishhacker remarked that the mortuary could legally continue to exist as a nonconforming use until 1990 even if no action were taken on the subject application by the Commission; and, since there was no action that the Commission could take to encourage rehabilitation rather than demolition of other buildings in the block, he moved that the application be approved.

Mr. Steele confirmed that the mortuary could remain as a nonconforming use until 1990 even if the subject application were not approved by the Commission; however, if the application were not approved, access would be cut off to the mortuary's parking lot.

Commissioner Rueda asked if the applicants would be precluded from returning to the Commission with the same request if the subject application should be disapproved at the present time. Mr. Steele replied that one year would have to elapse before the application could be re-filed.

Commissioner Porter stated that she was disturbed by the fact that the Redevelopment Agency intended to take residential property from an 82-year-old San Francisco property owner while allowing other buildings in the same block to remain. She felt that the Redevelopment Agency should have considered rehabilitation of the entire block.

Commissioner Fleishhacker's motion failed for want of a second. Subsequently, it was moved by Commissioner Rueda and seconded by Commissioner Finn that action on the subject application be postponed until such time as the condemnation proceedings against Mrs. Gorewitz's property have been resolved.

Commissioner Finn asked if the Redevelopment Agency had met with Mrs. Gorewitz to discuss the possibility of rehabilitating her property. Mr. Reese replied that the property owned by Mrs. Gorewitz is developed with a nonconforming commercial use which would be more incompatible with adjacent residential development than the mortuary. Furthermore, he indicated that the owner of the mortuary had already been displaced from Redevelopment Project Area A-1; and, as a result, the Redevelopment Agency had made every effort to include the mortuary in its plans for the subject block. The remainder of the block would be developed with housing for moderate and low-income families; and, since families which are displaced by the renewal process would be given priority to the new housing to be constructed in the subject block, the Redevelopment Agency was anxious to avoid any delays which might affect that project.

Commissioner Finn asked if Mrs. Gorewitz was being represented by council in the condemnation proceedings. Mr. Reese replied in the affirmative.

Commissioner Mellon asked if Mrs. Gorewitz is living on the property which she owns in the subject block at the present time. Mr. Reese replied in the negative.

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Mr. Bryant stated that he had been displaced from Redevelopment Project Area A-1 in 1960; and, as a result, his business had been closed for three years. He had then acquired property in the subject block with C-M zoning and had opened the existing mortuary. Because he had already been dislocated once, and because of the expenses he had incurred, the Redevelopment Agency had agreed to allow his business to remain in Project Area A-2. Subsequently, in 1969, his property was rezoned from C-M to R-3 over his objections; however, the Redevelopment Agency had assured him that conditional use authorization could be obtained from the City Planning Commission so that the mortuary would be allowed to remain on the residentially zoned property.

Commissioner Mellon remarked that it did not appear that Mr. Bryant was asking for preferential treatment; and, since Mrs. Gorewitz is not presently residing on her commercially-developed property and would therefore not be displaced by the Redevelopment Agency, he felt that the Commission should act favorably on the subject application.

Commissioner Finn withdrew his second of Commissioner Rueda's motion.

Commissioner Porter stated that she had been under the impression that Mrs. Gorewitz was the owner and occupant of residential property in the subject block; and, for that reason, she had been reluctant to vote in support of the subject application. However, since Mrs. Gorewitz would not be displaced, and since she was sympathetic to Mr. Bryant's problem, she would be willing to vote for approval of the application at the present time.

Commissioner Rueda stated that he was still concerned about the possibility that action by the Commission at the present time might prevent Mrs. Gorewitz from obtaining a fair settlement from the Redevelopment Agency. Commissioner Mellon assured Commissioner Rueda that the Commission's action would not affect the condemnation proceedings one way or the other.

Commissioner Finn stated that he had originally supported Commissioner Rueda's motion for postponement because he had understood that the Redevelopment Agency intended to acquire residential property from Mrs. Gorewitz and turn it into a commercial use; however, when he had learned that her property is developed commercially, he had withdrawn his second of Commissioner Rueda's motion.

Commissioner Rueda's motion failed for want of a second.

After further discussion it was moved by Commissioner Mellon, seconded by Commissioner Finn and carried unanimously that Resolution No. 6713 be adopted and that the application be approved subject to the conditions contained in the draft resolution.

CU71.20 The Block bounded by San Jose Avenue, Duncan, Valencia and Army Streets.
Request for approval of Master Plan for St. Luke's Hospital, including construction of a Medical Office Building and parking garage; in R-3 and R-4 Districts.

R. Spencer Steele, Assistant Director-Implementation (Zoning Administrator), referred to land use and zoning maps to describe the subject 4.2 acre site and summarized the current proposal as follows:

"The hospital proposes a master plan for modernization and expansion of the existing hospital facilities in two phases. No increase in the present 260 acute-care hospital beds is proposed; however, future non-acute-care beds are contemplated. The 'U' shaped 1912 structure at the south end of the property would be demolished. The center 1912 section would have structural rehabilitation completed (60% completed during partial alterations in 1958). This section would be occupied by administrative and personnel functions.

"A new 11-story building of about 9000 square feet per floor would be built on the corner of Valencia and Duncan Streets. The building would have approximately 60,000 square feet gross of doctor's offices, 25,000 square feet gross of a diagnostic and treatment center. This latter would replace the present Out-Patient Clinic temporarily housed in the ground floor of the Nurses' Home. In addition, there would be 6,000 square feet gross space for nursing school classrooms. The ground floor would accommodate lobby and sales space for prescription and other medically-oriented material.

"A 40-foot high enclosed parking garage for approximately 350 cars would adjoin the 11-story building to the west along Duncan Street. Access would be from San Jose Avenue.

"An extended care unit is tentatively scheduled in approximately 10 years to connect to the 1970 and 1957 wings of the hospital, spanning San Jose Avenue into the existing hospital parking lot. Off-street parking for this wing would be provided on the site. The existing nurses' residences would be demolished."

Mr. Steele also informed the Commission that St. Luke's Hospital had requested vacation of San Jose Avenue from 27th Street to Army Street in order to join the west parking lot and the main hospital block into one area for future development. However, it was his understanding that the hospital now intended to write a letter to the Board of Supervisors requesting that the application for the street vacation be withdrawn.

Yuell Thornton, architect for the applicant, displayed and described site plans and elevations of the buildings being proposed.

Joseph Vann, Administrator of St. Luke's Hospital, indicated that he was present to answer any questions which might be raised by members of the Commission.

Steven Roake, a member of the Bernal Heights Association, stated that his organization had not been informed about the subject application by the Department of City Planning or by St. Luke's Hospital. At a regular meeting of the organization on the previous evening, the membership had voted to express its extreme concern regarding the proposed development and to request that action on the application be postponed to enable the Bernal Heights Association to meet with the applicants in an effort to modify the plans so that they would be more advantageous to the environment of the neighborhood. He stated that the members of his organization were particularly concerned about having views blocked from Bernal Hill, especially since views had already been damaged by the recent addition to St. Luke's Hospital. Mr. Roake remarked that Bernal Heights is a somewhat fragile neighborhood; and he indicated that views are one of the most important factors which encourage people to buy property on the hill. Construction of a ten or twelve-story building for the hospital at the present time would damage or destroy existing views; and, in addition, construction of such a building would lead to further high-rise construction on the site. Instead of constructing a four-story building and an eleven-story office building, he felt that it might be possible for the hospital to combine the two facilities in one six-story building. As presently designed, the hospital's buildings would not relate to the height or bulk of other buildings in the Mission corridor; and construction of a high-rise building on the property would violate the Master Plan principle that high-rise buildings should be placed on the tops of hills and that lower buildings should be constructed in the valleys. In conclusion, he repeated his request that action on the application be postponed to allow the Bernal Heights Association to study the proposal and to determine whether alternate plans could be devised which would lower the height and lessen the bulk of the buildings.

Commissioner Porter asked if the buildings presently being proposed would conform to the Master Plan for the hospital which had previously been approved by the Commission. Mr. Steele replied that consideration of a revised Master Plan was one of the items which was before the Commission for consideration at the present time. In reply to the remarks which had been made by Mr. Roake, he stated that consideration had been given to the possibility of combining the office space and the garage in a single six-story building; however, the result would have been an extremely bulky building which would have been out of character with the immediate neighborhood. Consequently, the staff of the Department of City Planning had determined that the scheme being proposed by the hospital would be the most appropriate for the site. He recommended that the application be approved subject to the eight conditions which were contained in a draft resolution which he had prepared for consideration by the Commission. After reading and explaining the conditions, he recommended that the draft resolution be adopted.

President Newman asked if the conditions being recommended would be acceptable to the hospital. Mr. Vann replied in the affirmative.

After further discussion it was moved by Commissioner Mellon and seconded by Commissioner Porter that the application be approved subject to the conditions which had been recommended by Mr. Steele.

Commissioner Rueda asked if the hospital did intend to withdraw its request for vacation of San Jose Avenue between 27th Street and Army Street. Mr. Vann replied in the affirmative and indicated that the staff of the Department

of City Planning had received a copy of a letter which he had sent to the Board of Supervisors requesting that the application for the street vacation be withdrawn.

Commissioner Fleishhacker asked why the Bernal Heights Association had not been given an opportunity to discuss the proposed project with representatives of St. Luke's Hospital. Mr. Vann replied that the new services to be offered by the expanded hospital had been discussed with various groups from Bernal Heights and Hunter's Point; and he indicated that the Bay Area Comprehensive Health Planning Council had approved the Master Plan in principle. He stated that the Bay Area Comprehensive Health Planning Council would be willing to hear from any interested individuals or groups before giving final approval to specific building plans.

Commissioner Mellon stated that the expansion plans for the hospital had been a matter of public consideration for a considerable period of time. He recalled attending a hearing before the Bay Area Comprehensive Health Planning Council at least three months ago when the matter was being discussed.

Mr. Roake felt that it was unfortunate that neither St. Luke's Hospital nor the Health Planning Council had thought of notifying neighborhood associations of the proposal.

When the question was called, the Commission voted unanimously to adopt Resolution No. 6714 and to approve the application subject to the conditions contained in the draft resolution.

- CU71.21 2750 Hyde Street, southeast corner of Beach Street.
Request for a 167-car parking garage under a proposed office and commercial building. Initially, the number of parking spaces in the proposed garage would exceed the number of spaces required by the City Planning Code for the proposed building. The parcel is in a C-2 District and in the Northern Waterfront Special Use District No. 2.

R. Spencer Steele, Assistant Director-Implementation (Zoning Administrator), referred to land use and zoning maps to describe the subject property which consists of two lots having frontages of 75 feet on Hyde Street and 212.5 feet on Beach Street with an area of 20,260 square feet. He stated that the applicants proposed to construct a four-floor commercial building containing a bank and museum at ground level and offices on the upper three floors over a three level, below grade, 167-car parking garage. The commercial space would be built in two equal-sized increments, each having a floor area of 41,250 square feet. The first increment would occupy the western portion of the subject site; and the second increment, to be constructed at an undetermined future date, would occupy the eastern portion of the site. The parking garage, which would cover the entire site, would be accessible from Beach Street. A portion of the proposed garage would be below the adjacent public sidewalk areas. He stated that the 167 parking spaces would be the number required by the Planning Code for both increments of the proposed building. However, since the parking garage would provide 83 more parking spaces than required for the first increment of the project,

construction of the additional parking spaces would be dependent upon approval of the subject conditional use application by the Commission.

President Newman asked why the applicants had proposed to construct the project in two phases. Mr. Fromm, representing Fromm and Shichel, Inc., the applicants, stated that the projects had been initiated because he and his associates wished to provide San Francisco with a wine museum which would be the only one of its type in the country and which would bring credit to San Francisco. During the first phase of construction, a building would be erected which would contain the museum, a bank, two floors of offices for his firm, and one floor of offices to be rented to another party. The building to be constructed during the second phase of the project would contain similar facilities. He stated that he and his associates are not speculators; and, therefore, they did not wish to initiate construction of the second phase until arrangements have been made for suitable tenants. However, in the meantime, the extra parking which would be provided on the site would serve to alleviate parking problems in the neighborhood. He stated that the project had been designed so that it would have a minimal impact on views; and, as a result, only 82,500 square feet of floor area were being proposed, whereas 140,280 square feet would have been allowed by the City Planning Code. He emphasized that the building would conform to the 40-foot height limit which governs development in the Northern Waterfront.

Commissioner Mellon asked if a rendering of the proposed project were available for review by the Commission. Mr. Fromm replied in the negative but assured the Commission that a beautiful building was being planned for the site.

President Newman inquired about the location of the first phase of the building project on the site. Mr. Fromm replied that the western portion of the site would be the first to be developed. He indicated, however, that the foundations for the second building would be installed during the first phase of construction.

President Newman then asked if Mr. Fromm could estimate when the second phase of the project might be initiated. Mr. Fromm replied that the timing of the second phase of construction would depend entirely upon the length of time needed to find proper tenants for the building. With luck, the second phase might be started before the first phase is completed.

Commissioner Fleishhacker remarked that the application had come before the Commission for consideration only because the amount of parking to be provided on the site would initially exceed the number of spaces required by the City Planning Code for the first phase of the project; and he felt that the availability of extra parking spaces in the subject neighborhood would be desirable. Therefore, from a practical point of view, he felt that the Commission should be willing to approve the application.

Frank L. Frizzel, 2700 Hyde Street, agreed with Mr. Fleishhacker about the need for additional parking in the area. He also remarked that he was pleased about the prospect of having a new and attractive building constructed on the subject site.

The Secretary called attention to a letter which had been received from Roland B. Reeve, Vice-President and General Manager of Ghirardelli Square, which commented upon the desirability of additional parking facilities in the subject neighborhood and urged that the conditional use application be approved by the Commission.

No one was present in the audience to speak in opposition to the application.

Mr. Steele recommended that the application be approved subject to four specific conditions which were contained in a draft resolution which he had prepared for consideration by the Commission. After commenting upon the proposed conditions, he recommended adoption of the draft resolution.

Commissioner Porter asked when construction on the site would begin. Mr. Fromm replied that construction would be started as soon as final plans for the project have been prepared.

President Newman asked if the conditions which had been recommended Mr. Steele would be acceptable to the applicant. Mr. Fromm replied in the affirmative.

Worley Wong, architect for the applicant, stated that his firm, in preparing plans for the proposed project, was attempting to create a new building which would typify the best of San Francisco's tradition. To that end, they had done a considerable amount of research at the California Historical Society. Special care would be taken with elevator penthouses and other modern building appurtenances; and it was likely that the developers would engage Thomas Church to design a Victorian garden on the roof of the building.

Commissioner Ritchie felt that the building being proposed would be a tremendous asset for San Francisco, particularly in view of the fact that the property has existed in a run-down condition for a number of years.

A lady who was present in the audience asked for clarification of the point at which the 40-foot height limit had been measured for the proposed building. Mr. Wong stated that the City Planning Code allows owners of corner properties to decide which street frontage they wish to use for measurement of height limits; and he indicated that he had chosen to measure the 40-foot height of the proposed building from a point midway along the Hyde Street frontage of the site. As a result, the building would have a height of 44 feet at the corner of Hyde and Beach Street, a height of 57 feet on Beach Street at the easterly property line, and a height of 32 feet on Hyde Street at the property line.

Mr. Steele confirmed the accuracy of the statements which had been made by Mr. Wong. He stated that the staff of the Department of City Planning had also been concerned about minimizing any view blockage which might be caused by the proposed building; and he indicated that the same concern had been shown by the architects for the project, as evidenced by Mr. Wong's interest in minimizing the impact of the elevator penthouses.

After further discussion it was moved by Commissioner Porter, seconded by Commissioner Rueda, and carried unanimously that Resolution No. 6715 be adopted and that the application be approved subject to the conditions contained in the draft resolution.

The meeting was adjourned at 4:45 p.m.

Respectfully submitted,

Lynn E. Pio
Secretary

DIRECTOR'S COPY

SAN FRANCISCO
CITY PLANNING COMMISSION

Minutes of the regular meeting held Thursday, May 13, 1971.

The City Planning Commission met pursuant to notice on Thursday, May 13, 1971, at 1:15 p.m. at 100 Larkin Street.

PRESENT: Walter S. Newman, President; James J. Finn, Mortimer Fleishhacker, Thomas G. Miller, Mrs. Charles B. Porter, John Ritchie, and Hector E. Rueda, members of the City Planning Commission.

ABSENT: None.

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator); Robert Passmore, Planner V - Zoning; Ralph A. Mead, Planner IV - Zoning; Walter Stoll, Planner III - Transportation; and Lynn E. Pio, Secretary.

1.15 P.M. - Field Trip

Members of the Commission and staff departed from 100 Larkin Street at 1:15 p.m. to take a field trip to Geary Boulevard and 31st Avenue to view the site of a turnkey housing proposal which was to be considered later in the afternoon.

2:15 P.M. - 100 Larkin Street

APPROVAL OF MINUTES

It was moved by Commissioner Porter, seconded by Commissioner Fleishhacker and carried unanimously that the minutes of the meeting of April 22, 1971, be approved as submitted.

CURRENT MATTERS

Allan B. Jacobs, Director of Planning, advised the Commission that San Francisco Tomorrow is sponsoring a transportation convocation on Saturday, May 15, from 9:00 a.m. to 4:00 p.m. at the Unitarian Center.

The Director recommended that the Commission's regular meeting scheduled for next Thursday afternoon, May 20, be cancelled in view of the fact that the presentation of the Urban Design Report will be held that evening. After discussion, the Commission voted unanimously to cancel the regular meeting scheduled for the afternoon of Thursday, May 20, 1971.

The Director reported that the Planning and Development Committee of the Board of Supervisors, meeting next Tuesday, will consider a resolution introduced by Supervisor Pelosi calling upon the Department of City Planning to take appropriate action to study the impact of high-rise buildings in San Francisco. In addition, the Committee has calendared for discussion a request from Supervisor Pelosi that it consider the effects and consequences of limiting buildings in San Francisco to six stories or less.

After advising the Commission that a letter had been received from a group called "Action for a Regional Environmental Agency" requesting that the Commission endorse AB 1057 which proposes the creation of a "Conservation and Development Agency of the Bay Area", the Director summarized the nature of the bill and read a letter which he had prepared for transmittal to the City's legislative representative and to the Legislative & Personnel committee of the Board of Supervisors, as follows:

"Gentlemen:

"The above bill is of interest to the City and County of San Francisco and this Department.

"RECOMMENDATION: Support in principle. Support if amended to meet reservations expressed below.

"SUMMARY OF BILL: A.B. 1057 establishes the Conservation and Development Agency of the Bay Area, covering the nine counties in the region. It provides for a 40 member governing board, directly elected by districts. Within three years a resource plan must be prepared, consisting of the following mandatory elements: S.F. Bay (adoption of BCDC Plan required); transportation; air & water quality and solid waste; open space; and parks. A specific plan for implementation must also be prepared.

"The Agency would absorb the recently created Metropolitan Transportation Commission, but would not replace any other existing body. It would be financed by a property transfer tax of up to 4¢ on each \$100 of property value; no other taxing or bonding powers are provided. The Agency would be the regional review authority for Federal grants. It would have the power to enact ordinances prescribing actions by localities in violation of the resources plan. There would be no power of eminent domain or operating authority over public facilities.

"REASONS FOR RECOMMENDATION: All of the mandatory plan elements mentioned above are of regional significance and require planning on a comprehensive, region-wide basis and in many cases, regional implementation. These elements are presently either handled by single-purpose agencies (Bay, transportation, air & water quality) or not at all (solid waste, open space, parks). It is desirable not

only to authorize comprehensive planning for all these elements by a single agency, whereby the inter-relationships among them can be fully considered, but to invest such an agency with appropriate limited powers of implementation so that its planning can be meaningful.

"With respect to transportation, San Francisco has special requirements and interests which should be protected. The M.T.C. was recently created as a regional transportation planning agency. Given the fact that M.T.C. exists, although this Department had considerable reservations about its desirability, we feel it would be better to include M.T.C. in a more comprehensive agency, so that transportation can be properly related to desirable land use patterns, air pollution considerations, and other factors.

"Probably the most important aspect of the proposed Agency is its authority to plan and propose implementation measures for preserving regional open space. We strongly support the creation of a regional open space system, which would clearly delineate open space areas from those lands considered urban in nature or appropriate for urban development.

"The directly elected governing body of the Conservation and Development Agency is consistent with democratic tradition and will create a regional constituency for environmental and other regional problems. Thereby these problems will be brought into the political arena where they belong and their visibility will be vastly increased. We should not fear to submit these problems to representatives elected by a public increasingly conscious of environmental and regional concerns.

"RESERVATIONS: (1) The governing body must include adequate political representation of minority groups. The blacks, Chicanos and other groups concentrated in central city areas have begun to acquire political power in a number of cities in the Bay Area. They feel, and with some justification, that regional agencies can be used as a means of diluting this political power. Therefore, the bill should be amended or it should otherwise be made clear that districting for the regional agency will take account of minority group residential patterns so as to maximize the likelihood of electing minority representatives.

"(2) Housing, employment and other social concerns have large regional components, yet A.B. 1057 does not specify (though it does not prohibit) these concerns as elements of the resources plan. Environmental problems are certainly of paramount importance, but the need for fair housing on a regional basis and for distribution of housing in relation to employment opportunities must not be ignored. The bill should be amended to redress this imbalance.

"(3) Regional action and regulation in some areas is perfectly proper and desirable, but local functions and services should not be impeded by the imposition of regional controls. The bill should be amended to clarify what is of regional concern and what should be left to local governments. The following general guidelines are suggested: Regional concerns: location of major open space areas; location of inter-county transportation and utility corridors; standards of air and water quality. Local concerns: designation and regulation of land uses within agreed-upon urban areas; siting and design of transportation and utility facilities within an urban locality; siting, design and construction of waste treatment facilities within an urban locality."

Commissioner Fleishhacker stated that he is a member of the group which calls itself "Action for a Regional Environmental Agency." He indicated that he was prepared to endorse the recommendations of the Director concerning the proposed legislation; however, he felt that the term "urban areas" should be more clearly defined.

Commissioner Finn inquired about the effect which the proposed resolution would have on the future of ABAG. The Director replied that ABAG would apparently be replaced by the new Conservation and Development Agency of the Bay Area if the legislation were to be adopted.

Commissioner Finn objected to the method which was being proposed for financing the new agency and indicated that he did not feel that local tax payers should have to support bureaucratic entities which are established by the State.

After further discussion, President Newman asked that each member of the Commission be sent a copy of the proposed legislation and a copy of the recommendation which the Director intended to transmit to the City's legislative representative and to the Legislative and Personnel committee of the Board of Supervisors.

The Director advised the Commission that two resolutions are being considered by the Board of Supervisors which would call for certain actions to be taken with regard to the City's waterfront. One of the resolutions, as submitted by Supervisor Feinstein, would request the City Planning Commission, together with the Port Commission, to:

- 1) assemble all pertinent documents available concerning the total waterfront of San Francisco,
- 2) develop a long-range projection of needs for Maritime facilities by the Port,
- 3) prepare a long-range capital improvement program for such facilities,

May 13, 1971

- 4) adopt such amendments to the Master Plan as may be deemed necessary or desirable, and
- 5) submit a report indicating the means by which the Master Plan may be implemented.

While the Director believed that it might be difficult to accomplish all of the work specified by October 1, 1971, as required by the draft resolution, he indicated that he was generally in support of the concept which would tie together all aspects of the total waterfront in a single document.

The second resolution, as submitted by Supervisor Pelosi, would call for the following:

- 1) the City Planning Commission to advise the Board as to the best means for assuring harmonious development of the Northern Waterfront and the benefits and cost of such means; and
- 2) request the Redevelopment Agency to advise the Commission and Board concerning the use of Urban Renewal funds in the Northern Waterfront, and
- 3) request the Redevelopment Agency to seek Federal funds for a feasibility study for urban renewal in the Northern Waterfront,
- 4) should Urban Renewal funds be feasible, a memorandum of understanding should be prepared between the City Planning Commission, Port Commission, and the Redevelopment Agency, to be approved by the Board, and
- 5) request the Mayor to appoint a Citizen's Advisory Committee to review all proposals for the Northern Waterfront in order to advise the Mayor and Board.

The Director's comments concerning the resolution which had been submitted by Supervisor Pelosi were as follows:

"I believe this proposal has some good points but also some bad points. I am sure this Commission would be happy to advise the Board with respect to harmonious development of the Northern Waterfront. However the determination of appropriateness of using Urban Renewal funds is a matter which the Commission is charged with by Charter, not the Redevelopment Agency. Further, a feasibility study should be undertaken only if the Commission finds use of Urban Renewal funds to be appropriate. I see no major problem in developing a memorandum of understanding, should one in fact be necessary or desirable. However with respect to the Citizens' Advisory Committee charged with directly advising the Mayor and Board, this seems to me to be the proper function of this Commission. If an Advisory Board is desirable, such a board should be advisory to this Commission, with the Commission in turn advising the Board and the Mayor."

After discussion, the Commission instructed the Director to attend the meeting of the Board of Supervisors next Monday to raise the issues which he had just mentioned concerning Supervisor Pelosi's resolution.

The Director distributed copies of a report which had been prepared by the staff to consolidate the program recommendations of the June, 1970, and the February, 1971, versions of the Improvement Plan for Residence and copies of a memorandum which had been prepared to summarize the results of a survey on housing courts, escrow accounts, and tenant information services in other cities and states. He also distributed selected examples of enabling legislation from other states. The Director indicated that President Newman will select a date for the Commission to consider appropriate action on the reports.

R71.19 - Turnkey proposal for 75 dwelling units for low-income elderly persons on Geary Boulevard at northwest corner of 31st Avenue; Assessor's Block 1463, Lots 18A, 19 and 22.
(UNDER ADVISEMENT from Meeting of May 6, 1971).

Robert Passmore, Planner V - Zoning, remarked that this matter had been discussed during the Commission's last meeting on May 6, 1971. At that time, questions had been raised regarding the adequacy of facilities available in the subject neighborhood for elderly people, regarding the feasibility of improving the blank building wall facing Geary Boulevard, and regarding the appropriateness of the building height proposed and its effect on other properties to the south. At the conclusion of that meeting, the Commission had taken the matter under advisement to allow another field trip to be taken to the site, to allow slides to be shown by individuals who were opposing the project, and to allow the staff of the Department of City Planning additional time to consult with the Housing Authority and the developers to determine whether significant changes could be made in the plans. Mr. Passmore noted that the staff of the Department of City Planning had previously recommended that the site be considered appropriate for the use proposed; however, the staff had not made any recommendations regarding the design of the proposed facility. During the interim, several alternative designs had been discussed with the developer; however, none of those alternatives would lower the height of the proposed building.

Eneas Kane, Director of the Housing Authority, stated that he would like to have an opportunity to address the Commission after other individuals in the audience had commented on the proposal.

Bernard Schussel, Director of the Office of Aging in the Mayor's Office, unequivocally endorsed the proposed project. He stated that the recent census had indicated that 13.9% of the residents of San Francisco are older than 60 years of age; and he emphasized that such a percentage figure is quite high. He also commented upon the City's severe shortage of housing. The proposed project would give elderly people an opportunity to become participants in the activities of a residential neighborhood instead of being isolated in commercial sections of the City; and he felt that the project should be approved.

William Coblentz, representing Gerson Bakar, developer for the proposed project, advised the Commission that between 3,000 and 5,000 elderly residents of the City are in need of public housing; and he indicated that the Housing Authority's waiting list for available units has been closed for the time being. He noted that the City Planning Commission had recently adopted a policy calling for dispersal of public housing throughout the City, particularly in areas such as the Richmond District; and he emphasized that the proposed project would serve to implement that policy. If the site were to be developed by a private developer, one parking space would be required for every residential unit to be constructed; and, as a result, the completed building would be far more massive than the one presently being proposed. While he was sympathetic with the concern which had been expressed by students at George Washington High School about the damage which might be done to their view by the proposed building, he felt that young people who have a whole lifetime to look forward to should not object to a building which would provide views for elderly people in the last years of their lives.

Reverend Edward L. Peet, representing the Glide Memorial Senior Citizen Center, emphasized that San Francisco is experiencing a severe housing crisis which particularly affects elderly people. He stated that many elderly people are required to pay a large percentage of their meager incomes for shelter; and, as a result, they are forced to deny themselves proper nutrition. He felt that the project being proposed would be appropriate on the subject site and that the building would be a beautiful addition to the neighborhood; and, even if the facility should cause some inconvenience for residents of the neighborhood, he felt that they should derive some satisfaction from knowing that from 75 to 100 elderly people are being given an opportunity to live in decent and sanitary housing. In fact, he felt that the young people from the subject neighborhood should make every effort to overcome the generation gap and to welcome older people to the area.

Edith Witt, representing the Human Rights Commission, stated that there are presently 5,000 elderly people on the waiting list for the 75 units of public housing proposed to be constructed on the subject site; and she indicated that the Housing Authority is still processing applications which were made as long as five years ago. After reciting several case-report examples of the type of situations which are being faced by elderly people in the City, she urged the students of George Washington High School to support the proposed project and to give assistance to the elderly people when they move into the subject neighborhood.

Marsha Berger, Community Liaison/Training Co-ordinator of Programs for the Aging for the Economic Opportunity Council, read the following statement:

"It has come to my attention that the students of George Washington High School have initiated a protest against the building of a seven story housing project for the elderly, to be built on the north west corner of 31st Avenue and Geary Boulevard. The stated reason, as I was informed, was that the proposed building would block their view.

May 13, 1971

"There are many things that could be said regarding the ecological and aesthetic issues that surround both the demolition and building of structures in San Francisco. It is, however, my contention that the San Francisco Housing Authority is fully apprised of these issues and before submitting plans for structures to build anywhere in the City, not only endeavors, but does, build components that are both pleasing to the eye and in keeping with the general surroundings of each neighborhood. Evidence of this can be seen in all districts of the city where Housing Authority buildings have been erected since 1968.

"It was priveleged to be part of the Mayor's Task Force on Aging - Housing Committee, which meet over a two month period earlier this year. Out of the Committee, recommendations, in the area of housing for the elderly, will be submitted to the Mayor, and hopefully to the voters of San Francisco.

"Though the recommendations took on quite specific issues in the areas of social and medical services, permeating the entire document was the philosophy that elderly people should not be arbitrarily segregated from community life. The area under consideration today probably meets most of the criteria for assuring total integration of residents into the life of the community. The area is residential, with excellent transportation outlets, stores, churches and just three minutes driving time from a Senior Center.

"With the housing crises what it is today, and the shortage of housing created specifically to meet the needs of elderly persons, it is our hope that this issue can be resolved today in favor of the Housing Authority's plans. Delay will only serve to further the isolation alienation of our own grandparents."

Eneas Kane, Director of the Housing Authority, stated that his agency had not proposed the subject project as a matter of commercial choice; and he emphasized that the Housing Authority does not undertake such developments for the purpose of making money. He stated that the Housing Authority had been instructed by the voters of San Francisco and by the State Housing Act to provide housing facilities for senior citizens; and he pointed out that the City Planning Commission had instructed that those facilities should be scattered throughout the City. He also stated that it should be obvious to all concerned that "Ghettoization" of racial minorities or elderly people is a farce and a fallacy and that it should never again be tried by any public or private agency. In approving the subject site for the proposed development, the Housing Authority had observed all of those directives.

Mr. Kane stated that he had lived in the vicinity of 32nd Avenue and Balboa Street when he was a teenager; and he indicated that the view from his home had been destroyed when George Washington High School was constructed. Given present circumstances, he questioned whether the view of the Golden Gate now enjoyed from the high school is more important than a housing project which would allow senior citizens to enjoy pleasant living accommodations in a neighborhood which they would find appealing. Mr. Kane stated that the Housing Authority had planned eleven projects for the elderly scattered throughout the City; however, the Federal government had indicated that no funds are available for those projects. Yet, the project presently under consideration had already been funded; and, if it were not to be approved by the City Planning Commission, the funds would be lost. He felt that the City Planning Commission should recognize that provision of public housing is an obligation of the community which must be fulfilled; and, therefore, he hoped that the subject project would be approved. In conclusion, he stated that the Housing Authority would be willing to instruct the developer to try to make any changes in the details of the proposed building which might be desired by the Commission.

Commissioner Porter stated that she was convinced that the students of George Washington High School were objecting only because the view from their school might be damaged and not because they were opposed to public housing. She felt that the members of the Commission, also, were concerned about the damage which might be done to the view from George Washington High School; and, as a result, she wondered if modification of the plans for the building to reduce the height of the structure would jeopardize the availability of funds from the Federal government for the project. Mr. Kane replied that it would not be economically feasible to develop the property if the height of the proposed building were to be reduced.

Commissioner Ritchie inquired about the dimensions of the subject lot and the dimensions of the proposed building. Everett Heynnemann, Principal Planner for the Housing Authority, replied that the lot measures 120' x 125' for an area of 15,000 square feet and that the dimensions of the proposed building, exclusive of the parking garage, would be 65' x 110' for an area of 6600 square feet. In reply to further questions raised by Commissioner Ritchie, Mr. Heynnemann, stated that the building would have a height of 64' and that the north wall of the building, which would serve as a fire wall, would be blank except for windows which would give light to the corridors within the building.

Commissioner Ritchie then asked about the cubic footage of the site and the cubic footage of the proposed building. The Director replied that the cubic footage of the site to a height of 40 feet would be 600,000 cubic feet. The building being proposed would contain approximately 422,400 cubic feet. The Director emphasized, however, that rear yard and setback requirements of the City Planning Code would not allow all of the 600,000 cubic feet available to a height of 40 feet to be utilized by a building.

May 13, 1971

Richard Kehres, architect for the developer of the proposed project, stated that the design being proposed was the only logical one for the site given the economic considerations involved in constructing a new building.

Commissioner Ritchie, noting that the developer of the proposed project has been conscious of community reactions in the past and has given the City several highly commendable developments, felt that it should have been possible for him to redesign the proposed facility in such a way that it would still be economically feasible to proceed with the project. Mr. Kehres stated that alternate schemes had been considered including one which would have called for windows on all sides of the building; however, that building would have been higher than the one presently being proposed. The only alternate scheme which would have been feasible would have involved construction of an L-shaped building which would have had a fewer number of units and which would have been one floor lower in height; however, that building would have had a more bulky appearance from Geary Boulevard and would have obstructed more views than the building now under consideration.

Saul Madfes, Principal of George Washington High School, assured the Commission that the students of his school were not opposed to senior citizen housing. He indicated, however, that they could not accept the argument that the subject property is the only site available in the Richmond District for construction of the proposed project. He stated that the students had initiated the opposition to the proposed project themselves and had then solicited the support of the community rather than visa versa; and he believed that their opposition would not be withdrawn unless the Commission could prove to them that the subject property is the only site in the Richmond District which would be suitable for senior citizen housing.

Richard Friedling, a senior at George Washington High School, stated that he had initially been advised that the building would have a height of six stories and it would contain 69 dwelling units; however, the plans which were now being considered by the City Planning Commission called for a building with seven stories and a total of 75 dwelling units. He felt that none of the 3,000 students at George Washington High School would deny the pressing need for housing for senior citizens; however, they were opposed to construction of the specific building being proposed in the block across the street from their school. He remarked that the R-4 District along Geary Boulevard extends from 28th Avenue to 34th Avenue; and he believed that another site which would be suitable for the proposed project must be available within that district. He stated that George Washington High School, which was originally designed for 1700 students and which will have 3200 students next year, is overcrowded; and he emphasized that the outstanding view which is now available from the school serves to alleviate the feeling of congestion on the campus. Furthermore, he pointed out that the building which was being proposed would have a blank wall facing the view which would mean that neither the students nor the elderly residents of the building would be able to enjoy the view if the building were to be constructed. In conclusion, he noted that the students of George Washington High School will still be living in the City when the elderly residents of the proposed building are gone; and he urged that the Commission support the students in their opposition to the proposed building.

Commissioner Porter reiterated the statement which she had previously made to the effect that the members of the Commission were aware that the students of George Washington High School were not opposed to senior citizen housing in general but only to the specific project presently under consideration which would block the view from their school.

Bruce Simon, a student at George Washington High School, stated that he hoped that good housing would be available for his grandparents. He emphasized, however, that more is needed than the availability of sunshine and air to overcome congestion as illustrated by the fact that even a rat in a cardboard box may be in a position to receive sunlight and air.

Like rats in a box, the students at George Washington High School are surrounded by cement except for the magnificent view of the Golden Gate Bridge which can now be enjoyed from the site; and he emphasized that the students derive a great deal of enjoyment from the view, particularly at lunch time. Since the proposed facility would destroy the view if it were to be constructed on the subject site, he felt that every effort should be made to find an alternate location for the facility.

Valerie Edwards, a student at George Washington High School, stated that the proposed facility had convinced her that high-rise buildings can pose a threat to the community even though she had not previously given much thought to the subject. She advised the Commission that the students at George Washington High School are under a great deal of pressure; and she emphasized that the view which is presently enjoyed from the school does help to relieve that pressure. While Mr. Kane had remarked that young people have a great deal of time left to enjoy life, she wondered if any views would be left for their enjoyment in the future if the City continues to take away views for the construction "necessary" buildings. She did not understand the necessity of constructing the proposed facility on the subject site; and she felt that an alternate site should be located and utilized.

Allie Thompson, a senior at George Washington High School, felt that the view presently enjoyed from the school should not be regarded as belonging exclusively to the school but to San Francisco as a whole; and she emphasized that it is the Golden Gate Bridge and not tall dark buildings which gives San Francisco its identity as a city.

Melvin Suddert, pastor of the Pine Methodist Church, stated that he was not opposed to the concept of scattered public housing nor was he opposed to construction of senior citizen housing in the Richmond District; however, he was opposed to construction of the specific building being proposed on the subject site. He stated that George Washington High School has been relatively free of the problems which have been plaguing other high schools in the City; and he felt that the view which is presently enjoyed from the campus has had a great deal to do with the school's successful avoidance of those problems.

May 13, 1971

He also remarked that there is an extremely high rate of mental health problems among elderly people; and, since the Richmond District is inhabited by a great number of elderly people already, he questioned whether adequate facilities are available in the area to serve the mental health needs of the people who would be occupying the proposed building. In conclusion, he stated that the residents of the subject neighborhood were as much concerned about the proposed facility as the students of George Washington High School.

A resident of the subject neighborhood whose children attend classes at George Washington High School, stated that she was not opposed to senior citizens. She stated that her own mother, who is now 73 years old, had previously lived in a building tenanted by young families who had children who were willing to run errands for older people; and she did not feel that her mother would have been happy in a building which was occupied exclusively by elderly people. She remarked that the proposed facility would separate elderly people from the rest of the community; and she believed that such circumstances would only increase the mental health problems which they might be facing. She also remarked that none of the grocery stores in the area make home deliveries; and she pointed out that the neighborhood suffers from traffic problems and from lack of adequate public transportation. Furthermore, no medical facilities are available in the vicinity of the subject property; and the elderly people would have to compete with students from the high school for the buses which are available. Under the circumstances, she did not feel that the subject site would be a suitable location for public housing for the elderly.

Mrs. Hugh Bailey used a photographic slide projected onto an outline of the proposed building which was posted on the wall of the meeting room to indicate the effect which the building would have on the view presently enjoyed from George Washington High School. She stated that the school had obviously been designed to take advantage of the view; and, in view of the fact that the school is overcrowded, she felt that the importance of retaining the view should not be over-estimated.

Commissioner Fleishhacker questioned the accuracy of the exhibit which had been presented by Mrs. Bailey and suggested that the actual building being proposed would not affect nearly so much of the view as suggested by the exhibit. Mrs. Bailey stated that the schoolteacher who had prepared the presentation had tried to be as accurate as possible.

Mr. Madfes stated that the exhibit had been prepared by the head of the school's Mechanical Drawing department.

A student from George Washington High School pointed out that the exhibit had been based on the effect which the proposed building would have from the third floor of the school; and he emphasized that the proposed building would have a greater effect on views from lower floors of the school.

May 13, 1971

Mrs. Bailey hoped that the Commission would require the developer to lower the height of the proposed building or to seek an alternate location for the facility. Furthermore, in order to protect against construction of a high-rise building on the site in the future, she felt that the Commission should change the R-4 zoning of the property.

Virginia Krytzer, 471 - 36th Avenue, remarked on the great amount of traffic congestion in the subject neighborhood and advised the Commission that two elderly women had been struck by an automobile and killed in the area a few years ago when they were crossing an intersection with a green light. Under the circumstances, she felt that Clement Street would be a more suitable location for the proposed facility. She also remarked that the streams of students who pass by the subject property twice each day on their way to and from school can be somewhat disconcerting, especially to older people.

Kenneth Hunter read a letter from Dr. Martin McIntrye, Vice-President of the Planning Association for the Richmond District, which advised the Commission that a vote had been taken by that organization on May 10 to recommend disapproval of the proposed project. Dr. McIntrye's letter stated that the members of his association did not reject the idea of public housing for senior citizens in the Richmond District; however, they objected to the project being proposed for the subject site.

Mr. Hunter then advised the Commission that the Planning Association for the Richmond District was formed to administer a \$72,000 grant from the San Francisco Foundation for a planning study of the Richmond District; and he indicated that the members of the association are representative of a wide spectrum of interests which range throughout the neighborhood. He stated that he is also President of the Outer Richmond Neighborhood Association; and, while that organization had not taken an official position regarding the proposed project, he felt that he could safely say that the members of the members of the organization would be in complete agreement with the students of George Washington High School in opposing the project. He had understood that the basic objective of the scattered site public housing program was to construct public housing units in established neighborhoods which would not be noticeably different from other adjacent residential buildings; however, since the proposed building would be six stories high with a total of 75 dwelling units, he did not feel that it would be unnoticeable if it were to be constructed on the subject site. Furthermore, he would not be convinced of the City's dedication to the scattered site concept unless an effort were made to place public housing units in St. Francis Woods, Seacliff and other expensive neighborhoods rather than in middle-income neighborhoods. While he recognized that the R-4 zoning of the subject property would allow construction of a private apartment building with greater height and bulk than the facility being proposed, he pointed out that the City is in a position to exercise much greater control over public projects such as the one presently being proposed; and he felt that the height of the proposed building should be limited to a maximum of three floors. He also suggested that consideration should be given to establishing a requirement that the developer provide a recreational roof garden on top of the parking garage should the proposed project be approved.

Commissioner Porter pointed out that apartment buildings cannot be built in single-family neighborhoods such as Pacific Heights, Seacliff and St. Francis Woods; and, as a result, scattered site public housing units will have to continue to be constructed in R-3, R-4 and R-5 districts unless the Federal government decides that it can afford to pay for single-family public housing units. She also remarked that the proposed project would probably never have been conceived if the Richmond Planning Association had had the foresight to recognize that R-4 zoning threatened the view from George Washington High School and had requested that the zoning be changed to R-3. She asked if the Richmond Planning Association intended to analyze zoning and height limits presently in effect in the Richmond District during the course of its study. Mr. Hunter replied in the affirmative.

James Lee, 439 - 31st Avenue, remarked that no other buildings in the area approach the height of the proposed structure; and he pointed out that most of the subject block is developed with R-2 buildings. Parking congestion in the area has already reached critical portions because of the nearby schools and churches; and, in view of those circumstances, he did not feel that it would be desirable to decrease the amount of parking required for the proposed building if it were constructed. He stated that all of the other new buildings which had recently been constructed in the neighborhood had contained only two units; and he stated that the residents of the subject block did not wish to have a precedent established for construction of skyscrapers in their neighborhood.

Steve Lyon, 486 - 32nd Avenue, stated that he often has occasion to enjoy the view from George Washington High School; and indicated that members of the public who will attend the circus to be held in the high school's football stadium next weekend will enjoy the view of the Golden Gate Bridge, also. He emphasized that the existing view enjoyed from the high school is a public and not a private asset; and he felt that it would be wrong for an agency of the City to do something which would destroy the view. The proposed building would have a height of six stories; and, in addition, there would probably be penthouses and other appurtenances on the roof of the building. As a result, the building would block the view from the high school and would not be an attractive addition to the neighborhood. He remarked that the subject property is located on a hill; and, since he lives across the street from a five-unit building which is occupied largely by elderly people, he was aware of the fact that the hills in the neighborhood make it extremely difficult for elderly people to maneuver. Furthermore, he pointed out that the area in question is a family neighborhood with many children and dogs and lots of noise; and he felt that residents of the area would not want to be surrounded by elderly people who prefer peace and quiet. While construction of the proposed building might increase the land value of other properties in the area, it would decrease the value of existing one- and two-family dwellings; and, as a result, those buildings would more than likely be allowed to deteriorate. In conclusion, he stated that it did not make sense to him to reduce the number of parking spaces required in the proposed building when it is obvious that the elderly tenants of the building will not be able to walk around the neighborhood because of the steep hills.

May 13, 1971

The Secretary advised the Commission that a telephone call had been received from Mrs. Gene Zaczek, 766 - 32nd Avenue, in opposition to the proposed project.

Commissioner Porter asked if the funds which had been allocated for the proposed project would have to be returned to the Federal government for use in another area if the project were to be disapproved. Mr. Kane replied that he could not make such a statement with certainty; however, given the recent practice of the Federal government, such a result seemed more than likely. If the money were returned to HUD, there was a possibility that the funds might be reallocated for one of the eleven projects which had previously been rejected; however, no assurance could be given that such a situation would ensue. The only thing which could be said with certainty was that the funds would be available for financing of the project presently under consideration.

Commissioner Porter asked if the staff of the Department of City Planning had determined the maximum height which could be constructed on the subject lot without destroying the view from George Washington High School. The Director replied that the view could probably be preserved if the proposed building were to be reduced to a height of four floors over a parking garage; however, a one floor reduction of the proposed height of the building would not significantly affect its impact on the view.

Commissioner Finn asked if any time limits had been set for construction of the proposed project. Mr. Kane replied that no deadline had been set for expenditure of the funds available; however, in view of the inflationary process and in view of the fact that new labor contracts will be negotiated on June 30, he felt that it would not be possible to construct the building for the amount of money presently allocated unless the project is begun immediately.

Commissioner Finn asked if the City Planning Commission would have control over the height of any private building which might be constructed on the subject lot if the proposed project were to be disapproved. The Director replied in the negative, indicating that the height of the building would be governed only by a floor-area ratio as specified in the City Planning Code.

Commissioner Ritchie asked if it would be possible for him to see the alternate schemes for the project which had been considered by the developers. Mr. Kehres replied that he would check to see if the drawings of the alternate schemes had been retained.

Commissioner Ritchie estimated that the proposed building would cost approximately \$22,500 per dwelling unit; and, for that amount of money, he felt that it should have been possible to design a more attractive building.

The Director noted that several of the individuals who had spoken had questioned why the proposed project had been proposed for the subject site instead of an alternate site in the same neighborhood. Although the question had been answered to some extent by Mr. Kane, he felt that it should be understood that the Housing Authority has not wanted to exercise its powers of eminent domain; and, as a result, it has been able to obtain property from private owners only when those individuals are willing to sell their property at a fair price. It had already taken the Housing Authority approximately two years to make arrangements for the proposed project; and an equal or even longer amount of time might be required to locate an alternate site for the facility. While one of the speakers had felt that the height of the building had been changed, the Director stated that the plans had always called for a six-story building over a parking garage for a total height of 64 feet. Another speaker had remarked on the lack of mental health facilities in the immediate vicinity of the subject site; however, the Director remarked that the establishment of such a criteria for elderly housing would severely limit the locations in which such housing could be constructed. With regard to the mixing of older and younger people in the same building, he remarked that convincing arguments could be used to support either point of view; however, if family housing were to be included in the proposed project, both the height and bulk of the building would be increased. Another speaker had questioned whether the proposed project would fall within the original concept of scattered site housing; and the Director, remarking that the project would not be a large development, indicated that he felt that it would fall within the original concept of scattered site public housing. He felt that the suggestion for a roof garden would be a reasonable request to pursue; and he believed that it would be worthwhile to explore the possibility of placing windows in the north wall of the proposed building.

The Director noted that many of the individuals who had spoken had objected to the proposed building because it would interfere with the view from George Washington High School. He noted, however, that the only question before the Commission was whether use of the site for public housing for the elderly would be in conformity with the Master Plan. If the Commission were to disapprove the project as being in conflict with the Master Plan because of the height of the building and the effect which it would have on the view from George Washington High School, he felt that it would then be incumbent on the Commission to initiate reclassification of all of the R-4 property in the area; and, in view of the problems raised by another recent effort to reclassify a large area of the Richmond District from an R-3 to an R-2, he believed that reclassification of property along Geary Boulevard from R-4 to R-3 or R-2 might be very difficult to accomplish. In any case, he felt that the Commission should recognize that any private development of the subject property under R-4 zoning would not be subject to any height restrictions whatsoever; yet, at the urging of the staff of the Department of City Planning, the Housing Authority had already been willing to reduce the height of its building from the original proposal which called for a ten-story building over a parking garage. He did not disagree that a 40-foot high building would be less detrimental to the view from George Washington High School than the building being proposed; however, he felt that

the Commission could not avoid consideration of the other variables involved. He stated that the permit application had already been approved for construction of a private apartment building on the subject site which would have been as high as the proposed building with a greater frontage along Geary Boulevard; however, that permit had been allowed to lapse. He felt that the subject site would be an appropriate location for public housing for the elderly; and, as a result, he repeated the recommendation which he had made during the meeting of May 6 for approval of the project as being in conformity with the Master Plan. In giving that approval, he recommended that the Commission request that the builder and the Housing Authority work with the Department of City Planning in developing the Geary Boulevard facade in a manner which would be more in keeping with the residential scale and character now in the vicinity, to study the practicality of placing windows on the north facade to afford views for apartments on that end of the building, and to develop an attractive landscaped roof deck.

Commissioner Finn complimented the Principal, the students, and the Parent-Teachers Association of George Washington High School for their interest in the project and for the excellent presentation which they had made; and he felt that the Commission should recognize that those individuals were not opposed to public housing per se but only to the proposed project insofar as it would interfere with the view from the high school. Nevertheless, he emphasized that a private developer would be allowed to construct a larger building on the site; and he felt that such a development would occur if the proposed project were to be disapproved. He stated that he was cognizant of the mandate which the Federal government had placed on the City for providing public housing; and he was aware of the possibility that the money which had been allocated for the proposed project might be lost if the project is not approved. Yet, he felt that good government must be willing to compromise. He remarked that the photographic slide which had been shown had indicated the deleterious effect which the proposed building would have on the skyline and on the view presently enjoyed from George Washington High School; yet, as an official of another operating city department, he was well aware of the public tendency to reject almost all public developments with the plea that they should be constructed on alternate sites. He felt that the proposed building did have defects in several respects, including the lack of windows on the north and the unattractive facade on the south; and, if time were available, he hoped that the Housing Authority and the developer would be willing to consider compromises which would approve the appearance of the building. With those considerations in mind, he intended to support the recommendation which had been made by the Director of Planning for approval of the proposed project subject to specific conditions. He then moved that the project be approved subject to the conditions which had been recommended by the Director of Planning.

Commissioner Porter seconded the motion which had been made by Commissioner Finn. She stated that she would vote for approval of the project because of the Commission's legal obligation to assist in the provision of public housing; however, she was concerned about the fact that the proposed building would

May 13, 1971

damage the view from George Washington High School. Therefore, in order to protect the remainder of the view, she felt that the Commission should move as fast as possible to initiate rezoning of the area from R-4 to R-3 or to establish a 40-foot height limit for the area.

Commissioner Fleishhacker stated that he would support the motion for approval of the proposed project. With regard to the proposal for reclassification or establishment of a height limit in the area, however, he questioned whether Commissioner Porter had meant to suggest that such action should be taken only with regard to the subject block or with regard to a larger area. Commissioner Porter replied that all of the R-4 district along Geary Boulevard between 28th Avenue and 34th Avenue should be involved.

The Director assumed that Commissioner Porter was proposing that the staff should study the matter and make recommendations for actions which would serve to preserve important aspects of the existing view.

Commissioner Ritchie felt that the subject site would be completely inappropriate for public housing in view of the traffic congestion in the area, the proximity of the high school playing ground, and the lack of adequate public transportation. Furthermore, it was his opinion that the proposed building would destroy the view from George Washington High School by cutting it in half; and he felt that every effort should be made to preserve the views which now remain in the City. He emphasized that the proposed facility would be a public project constructed with public funds; and he felt that the designers of the building should have recognized their obligation to design a building which would complement other community interests and values. In addition to damaging the view from George Washington High School, the proposed building would be unattractive to look at, particularly from the Geary Street side, and would not even allow its tenants to enjoy the view to the north. Even under a 40-foot height limit restriction, 600,000 cubic square feet of buildable space would be available on the subject site, and the proposed building would occupy only 422,000 cubic feet of space. In view of that fact, and especially given the fact that each dwelling unit within the building would cost approximately \$22,500, he felt that a much more acceptable design could have been achieved for the building. He stated that he would not vote in favor of the proposal.

Commissioner Fleishhacker stated that he did not feel that the hills in the area would be difficult for tenants of the proposed building to maneuver; and, since he himself had lived near schools in the past without inconvenience, he did not feel that the proximity of George Washington High School would be a detrimental factor. Furthermore, since there are obviously many people in the age group over 62 years of age who do not suffer from mental or physical illness, he did not feel that the lack of medical facilities in the immediate vicinity would be a problem.

Commissioner Rueda remarked that opposition is always expressed whenever public housing projects are proposed. In the present instance, the only valid opposition which had been raised had related to the question of views; yet, during the Commission's field trip to George Washington High School, he had become convinced that the project would not completely block the view. Furthermore, even if the proposed building were not as attractive as it might be, it would certainly provide better housing for elderly people than they now have. He remarked that people have objected to public housing at hearings which have been held by the City Planning Commission even when specific sites are not under consideration; and he recognized that it is impossible to avoid displeasing someone when a vote is taken on a matter such as the one presently under consideration. He intended to vote for approval of the proposed project because he knew that a negative vote on the proposal would only postpone a decision which would have to be made at a later date.

President Newman stated that he was of the opinion that public housing would be an appropriate use of the subject property. However, he felt that a building with a lower height should have been designed for the site. He recognized that the height of the building had already been reduced from 10 stories at the request of the staff of the Department of City Planning; yet, he felt that a greater reduction of height should have been possible, especially if existing views could be preserved by removal of one or two stories from the proposed building. While he was aware that any private developer could build unlimited height on the site without any action being taken by the City Planning Commission, he felt that the Housing Authority and its developers should be prevailed upon to do everything possible to preserve the view which is now enjoyed by the students at George Washington High School.

Commissioner Finn asked if redesign of the building would be possible; and, if so, what the economic effect of the changes would be. Mr. Kane explained that under the Turn-key procedure a private developer who owns or has control of a specific parcel of property can make an offer to the Housing Authority to construct a certain number of public housing units if Federal financing can be obtained; then, if the proposal is found to be acceptable, the Housing Authority transmits it to the Federal Government. If the Federal Government approves the proposed project, it sets aside a specific amount of money to finance construction; and the developer must then produce the project for the amount of money specified. With regard to the present project, Mr. Kane remarked that numerous alternatives had been considered already; however, he indicated that the Housing Authority and the developers would be willing to consider further changes in their plans. He was confident, however, that it would not be possible to reduce the height of the proposed building to four stories while continuing to conform with numerous Federal, State, and local restrictions which apply to such a project.

May 13, 1971

President Newman asked if the developer felt that it would be possible to redesign the building. Mr. Coblentz stated that he had been informed by his client that no changes could be made in the plans except those which had been recommended by the Director of Planning. He stated that time was running out on the project; and, if the Commission were not willing to approve the plans in their present state, the facility would not be built.

When the question was called, the Commission voted 5-2 to approve the proposed project as in conformity with the Master Plan on the condition that the builder and the Housing Authority work with the Department of City Planning in developing the Geary Boulevard facade in a manner that is more in keeping with the residential scale and character now in the vicinity, study the practicality of placing windows on the north facade to afford views for the apartments on that end of the building, and develop an attractive landscaped roof deck. Commissioners Finn, Fleishhacker, Miller, Porter and Rueda voted "Aye"; Commissioners Newman and Ritchie voted "No".

At 4:45 p.m. President Newman announced a five minute recess. The Commission reconvened at 4:50 p.m. and proceeded with hearing of the remainder of the agenda.

R71.16 - Geary-Masonic grade separation: landscaping and sidewalk widths.

Walter Stoll, Planner II, reported on this matter as follows:

"The proposed Geary-Masonic grade separation by which Geary Boulevard traffic will underpass Masonic Avenue has been included in the Capital Improvement Program since 1968 and has a City Planning Commission priority of essential. The Finance Committee of the Board of Supervisors now has before it a supplemental budget item of \$3,956,000 for the project, of which approximately \$2,100,000 will be reimbursed by the federal government through the traffic operations program to increase capacity and safety (TOPICS), and the remainder of which will come from the City's gas tax funds. The deadline for starting construction, in order to qualify for the federal funds, is June, 1972.

"Before the City Planning Commission now in this referral are certain design features of the grade separation which have been under study by staff members of this department and the Department of Public Works. The Department of Public Works has agreed to allocate \$40,000 for landscaping and \$16,000 for irrigation and to landscape islands, divider strips, and the Geary Boulevard frontage of the Municipal Railway car barn as suggested by the Department of City Planning's design staff except in the area over the tunnel where there are vertical clearance problems. Certain island modifications have also been made at the request of the City Planning staff.

May 13, 1971

"Between Lyon and Wood Streets it is proposed to narrow the sidewalks on both sides of Geary Boulevard down from 13 feet west of Masonic and from 12 feet east of Masonic, with a taper to 8 feet on the east side of Geary just west of Masonic, in order to meet federal and state standards. The Department of Public Works is still reviewing the sidewalk frontong Sears. The pedestrian traffic is fairly light in this area."

Commissioner Fleishhacker asked if the plans made any specific provisions for pedestrians. Mr. Stoll replied that several pedestrian havens would be provided; however, he indicated that no pedestrian overpass was called for by the plans.

The Director called attention to the fact that the plans would reduce the amount of surface traffic at the intersection; and, therefore, pedestrian crossings would be easier than at the present time. He recommended that the proposed project be approved as in conformity with the Master Plan.

Commissioner Finn asked if the proposed project had been considered by the Inter-departmental Staff Committee on Traffic and Transportation (ISCOTT). Mr. Stoll replied in the affirmative and indicated that ISCOTT had approved the project.

Commissioner Finn asked if the proposed project would interfere with the construction of a rapid transit station in the area in the future. Mr. Stoll replied in the negative.

Commissioner Rueda asked if it would be possible to turn left from Masonic Avenue onto Geary Boulevard after the proposed project has been completed. Mr. Stoll replied that turns in all directions would continue to be possible at the intersection.

After further discussion, it was moved by Commissioner Porter, seconded by Commissioner Mellon, and carried unanimously that the Director be authorized to report that the sidewalk changes and landscaping for the Geary-Masonic grade separation, as shown on Department of Public Works drawing STR-4093.2 are in conformity with the Master Plan.

The meeting was adjourned at 5:00 p.m.

Respectfully submitted:

Lynn E. Pio
Secretary

SAN FRANCISCO
CITY PLANNING COMMISSION

Minutes of the Regular meeting held Thursday, May 27, 1971.

The City Planning Commission met pursuant to notice on Thursday, May 27, 1971, at 1:00 p.m. at 100 Larkin Street.

PRESENT: Walter S. Newman, President; James J. Finn, Mortimer Fleishhacker, Mrs. Charles B. Porter, John Ritchie, and Hector E. Rueda, members of the City Planning Commission.

ABSENT: Thomas J. Mellon, member of the City Planning Commission.

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator); Peter Groat, Planner IV - Urban Systems Analyst; Peter Svirsky, Planner IV - Zoning; Edward N. Michael, Planner III; and Lynn E. Pio, Secretary.

Ralph Craib represented the San Francisco Chronicle; Donald Canter represented the San Francisco Examiner.

1:00 P.M. - Field Trip

Members of the Commission and staff departed from 100 Larkin Street at 1:00 p.m. to take a field trip to properties scheduled for consideration during the Zoning Hearing to be held on June 3, 1971.

2:15 P.M. - 100 Larkin Street

It was moved by Commissioner Porter, seconded by Commissioner Fleishhacker, and carried unanimously that the minutes of the meeting of April 8, 1971, be approved as submitted.

CURRENT MATTERS

Allan B. Jacobs, Director of Planning, reported that a total of 1,500 people had attended the Urban Design Study presentation which was given last week from Thursday through Sunday.

At this point in the proceedings, Commissioner Ritchie arrived in the meeting room and assumed his seat at the Commission table.

The Director advised the Commission that letters had been received from two members of the Board of Supervisors expressing interest in legislative proposals which would implement portions of the Urban Design Plan. Supervisor Pelosi had inquired about the possibility of an ordinance dealing with street vacations; and Supervisor Feinstein had asked about legislation dealing with the height and bulk of buildings. Replies are being prepared which will state that the immediate concern of the Department of City Planning is distribution and review of the Urban Design Plan on which such legislation should be based. Following adoption of the plan as an amendment to the Master Plan, consideration of specific legislation for implementation would be in order.

May 27, 1971

The Director reminded the Comprehensive Plans Committee (Commissioners Newman, Mellon & Ritchie) of a meeting scheduled for next Wednesday afternoon, June 2, at 3:30 p.m.

The Director advised the Commission that next Thursday's regular meeting will begin at 1:30 p.m. or, perhaps, earlier.

At the suggestion of President Newman, the Commission voted unanimously to adopt Resolution No. 6716 to commend the staff of the Department of City Planning on the completed Urban Design Plan Report and Presentation.

After receiving a recommendation from President Newman, the Commission voted unanimously to schedule further consideration of the staff's proposal for implementation of the Improvement Plan for Residence during its Regular Meeting on June 24, 1971.

R71.15 - Abolishment of sidewalk on north side of Dow Place west of Second Street.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), reported on this matter as follows:

"Dow Place is a 27-foot wide, 275-foot long alley letting off of the west side of Second Street between Folsom and Harrison Streets on Rincon Hill. Pacific Telephone has under construction an equipment building on the north side of Dow Place and has petitioned for the abolishment of the official, although nonexistent 5-foot, 4 & 3/4-inch sidewalk on the north side in order to expedite entry of trucks to the loading docks within its property line.

"To the south across Dow Place is a fenced lot under another ownership, currently used for telephone company parking. At the rear of Dow Place there is also a parking lot. If needed, the official but also nonexistent sidewalk on the south side of Dow Place could be constructed."

The Director recommended that abolishment of the sidewalk be approved as in conformity with the Master Plan.

After discussion it was moved by Commissioner Fleishhacker, seconded by Commissioner Porter and carried unanimously that the Director be authorized to report that the abolishment of the official sidewalk on the north side of Dow Place is in conformity with the Master Plan.

R71.22 - Acquisition of land for mini-park program, Lots 13 & 13A Block 2714, on Seward Street at Acme Alley.

Mr. Steele reported this matter as follows:

"The Recreation and Park Commission, after hearing from the Eureka Valley community, voted to recommend to the Board of Supervisors the acquisition for mini-park purposes of Lots 13 and 13A, Block 2714 on Seward Street just north of Acme Alley.

May 11, 1941

Minutes of the Executive Committee

The Executive Committee of the American Friends of the Hebrew University of Jerusalem met on May 11, 1941, at 1:30 p.m.

The Director of the American Friends of the Hebrew University of Jerusalem, Dr. H. H. Kohn, presided.

At the suggestion of Dr. H. H. Kohn, the Executive Committee of the American Friends of the Hebrew University of Jerusalem met on May 11, 1941, at 1:30 p.m.

After receiving a report from Dr. H. H. Kohn, the Executive Committee of the American Friends of the Hebrew University of Jerusalem met on May 11, 1941, at 1:30 p.m.

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May 27, 1971

"The two lots have a combined frontage of 51 feet with a depth varying from 111 to 126 feet, and an area of about 6300 square feet. They are vacant, and adjacent to other vacant privately owned property to the northwest and the southwest. All of the vacant property was at one time the site of a proposed apartment building objectionable to the neighborhood but never built, and there were two unsuccessful attempts to have the property rezoned from R-3 to R-2.

"The property slopes upward from Seward Street with a difference in elevation of about 40 feet between the front and rear property lines. There is a fairly level benched area not too far back from the street line. Acme Alley, an undeveloped 10-foot wide right-of-way along the south property line, will visually enlarge the space and provide access from Corwin Street above.

"The Eureka Valley Minipark Task Force has offered to provide a plan for the park, which would be subject to review by both the Department of Public Works and the Recreation and Park Commission, and to participate in maintenance of the park.

"This site will be substituted for one at 21st and Eureka Streets which was included in the City's application for the Department of Interior Bureau of Outdoor Recreation grant, and the City should file for an amendment to the approved contract."

The Director recommended that acquisition of the property for the proposed mini-park be approved as in conformity with the Master Plan.

Commissioner Fleishhacker asked if any residents of the neighborhood had expressed opposition to the proposal. Joe Rock, Mini-park Coordinator in the Mayor's office, replied that opposition to the proposal had been negligible.

After further discussion it was moved by Commissioner Porter, seconded by Commissioner Rueda, and carried unanimously that the Director be authorized to report that the acquisition for mini-park purposes of Lots 13 & 13A, Block 2714, on Seward Street at Acme Alley is in conformity with the Master Plan.

Discretionary review of Building Application No. 396943 for Southern Pacific Headquarters Block (One Market Plaza), bounded by Market, Steuart, Mission & Spear Streets.

Peter Svirskey, Planner IV - Zoning, reported on this matter as follows:

"This building application is being reviewed pursuant to Planning Commission Resolution No. 6111, adopted in June 1967, which calls for discretionary review of all building projects along Market Street.

May 27, 1971

"The applicant is the Southern Pacific Transportation Company, which owns the entire block and for many years has had its headquarters in the building at One Market Street. Southern Pacific would occupy some of the new floor space proposed, with the balance made available for rental. The architects are Welton Becket and Associates.

"Southern Pacific contacted the Department of City Planning last fall, before the start of serious planning for this project. Since that time, communication has been continuous, and the willingness of Southern Pacific and its architects to adhere to urban design terms of reference has been exemplary. The Department's design terms have emphasized the following:

- "1. The old Southern Pacific building, constructed in 1917, should be retained, due to its richness of detail and materials, its good relationship to the Ferry Building, Embarcadero Plaza and the new hotel across Market Street, and its role as a pleasing end point for the California Street vista.
- "2. Development for the entire block should be considered as a unit, but without using the entire floor area potential afforded by a site of this size, recognizing that urban design considerations should limit the total floor area.
- "3. The design should respect the fact that this site is at the edge of the city and the edge of the downtown skyline, and therefore development on the site should slope downward toward the Bay.
- "4. View corridors down California and Pine Streets to the Bay and the East Bay hills should be maintained, with particular attention to the outstanding view down California Street. (Both this Commission and the Board of Supervisors, earlier this year, noted the importance of preserving these public views.)
- "5. In order to benefit other views, and to prevent an overwhelming appearance of bulk, the horizontal dimensions should approximate the guidelines of The Urban Design Plan, which are 170 feet for building walls and 200 feet for diagonal plan dimensions, above a height of 150 feet.
- "6. At the ground level of the project, every advantage should be taken of the opportunities presented by the old building and the site location to encourage pedestrian movement, convenience and interest, through features such as arcades, walkways and shops.

1. The above information was obtained from a review of the files of the FBI, New York Office, and the files of the FBI, New York Office, and the files of the FBI, New York Office.

May 27, 1971

"As the architects and Southern Pacific reviewed a number of possible schemes with the Department, solutions were evolved that adhered to these urban design terms. Extremely tall and monolithic towers were rejected, and it became apparent that two towers of smaller size would best meet the design terms. Though the total floor space accommodated in the plans now submitted is imposing, it is far less than the theoretical development potential of the site, and the floor area ratio is only 13.3:1, or less than the 14.1 base ratio allowed without bonuses. The floor area is, in fact, equivalent to what could be built with a base ratio of just 11.1:1 and the present bonuses. It may be observed that Southern Pacific has not set out to build a maximum building.

"As the final plans evolved, it was only with considerable difficulty that the architects kept to the three urban design terms affecting the form of the towers: the slope down toward the Bay, the guidelines for horizontal dimensions, and the protection of view corridors. The two towers proposed, at 43 stories on Spear Street and 28 stories on Steuart Street, create a strong visual effect of sloping toward the Bay. The towers could have been somewhat lower, but then their horizontal dimensions would have increased at the expense of the two other factors, the bulk guidelines and view corridors.

"In the plan proposed, the greatest horizontal wall dimension is 175 feet and the greatest diagonal dimension is 209 feet. The excess of five feet along the wall and nine feet in the diagonal of the larger tower is felt by the Department to be reasonable in view of the other design terms that have been imposed.

"The California Street view corridor is totally preserved. As for Pine Street, there was long discussion and repeated adjustments in the towers to avoid encroachment upon the view. It became apparent, however, that in contrast to the California Street view, the Pine Street view was due in large measure to an openness extending outward from the street area that would be lost even if buildings were not constructed in the narrow street corridor. In addition, the view here over existing buildings is made up of open sky and distant hills rather than of the Bay itself.

"In the project now proposed, the street corridor itself is respected, taking as the corridor the width between the two curbs on Pine Street. The Department staff would have preferred that the north building line of the street be used, but the tower configuration could not be adjusted to that line, and comparison of the views to be retained using the two different lines showed that the difference was imperceptible from the points on Pine Street at which the East Bay hills are visible over existing buildings.

May 27, 1971

"In the lower part of this project, the old headquarters buildings would be retained and internally remodelled, with the arcades at ground level opened up and a system of pedestrian areas developed back through a glassed-in gallery and southward to Mission Street. Vehicle traffic would not be introduced to Steuart Street, which is intended primarily for Muni busses. Both parking and loading access would be from Spear Street, the best street for such access. Truck movements would be in a forward direction both in and out of the 12-berth basement loading area. Parking on two below-grade levels would be for 326 cars, a moderate figure which is consistent with the proximity of BART and Muni and the public policy of confining parking closer to freeway access points. The parking proposed is less than seven per cent of the floor area, and thus would not require Conditional Use review by the Commission.

"At the ground and mezzanine levels, retail space of 120,000 square feet is shown. The six-story base building element that covers most of the site accommodates a large amount of floor space in several office levels, and provides for an open rooftop plaza which in one portion has excellent views over the Embarcadero Freeway to the Bay and in another portion makes optimum use of sunlight. The rooftop plaza would be landscaped and could have an outdoor restaurant.

"If approval is given to this application, it should be with the following conditions:

"1. That the design of all exterior ground areas be further reviewed with the staffs of the Department of City Planning and Transit Task Force, so that the paving, landscaping, signs and other features will be consistent with and complementary to the treatment of Market Street.

"2. That the precise treatment of building facades be reviewed with the Department, in terms of its compatibility with other downtown development and moderation of the appearance of bulk. The towers should be light in color and harmonize in their treatment with the old Southern Pacific building.

"3. That the retail areas be confined to activities that will provide goods and services for people working in the project and in the general area, and will not draw major shopping facilities away from the established downtown retail district."

May 27, 1971

Commissioner Fleishhacker inquired about the approximate number of workers which could be accommodated in the new building. Mr. Svirsky replied that approximately 9,000 workers could be accommodated if they were to be allocated 200 square feet of space each. The Director, noting that the existing building with its present employees would be incorporated into the proposed project, remarked that the number of new employees on the site would probably not exceed 6,000 people.

Commissioner Porter asked if the proposed building would have a direct connection to the nearby rapid transit station. Mr. Svirsky replied in the negative.

At the request of President Newman, Mr. Svirsky reviewed the effect which the proposed building would have on the view corridors along Pine and California Streets.

Commissioner Rueda asked if any commercial activities were being planned for the rooftop plaza. Mr. Svirsky replied that a restaurant had been proposed for the rooftop plaza; otherwise, the principal purpose of the plaza would be to serve as an amenity for people, allowing them to eat their lunches out of doors and to enjoy views of the City and the Bay.

President Newman asked when construction would begin on the proposed project. W. A. Finsterbusch, representing the Southern Pacific Transportation Company, indicated that this firm wished to start the project as soon as possible.

Edward Bielski, 224 Magellan Avenue, read the following prepared statement:

"I am here to ask that the Planning Commission refuse to allow Southern Pacific to construct a proposed 43-story building adjacent to its present site in proximity of the Embarcadero.

"I feel that there are many reasons why this building should not be built. But there are two pressing issues with regard to construction of this building that I feel have been totally ignored.

"First, after a vast majority of San Franciscans fought to halt construction of the U.S. Steel Building (for reasons I am sure are quite familiar to you), should Southern Pacific be allowed to construct a building of equal size less than 2 blocks away from the U.S. Steel site? We told U.S. Steel "no". What will their reaction be if Southern Pacific is given the go-ahead? What will a host of other developers and corporations reactions be? Isn't it about time we declared the waterfront "off limits" once and for all?

"With this in mind, the second issue is that the City continues to encourage high-density development in an extremely hazardous risk area in the event of an earthquake. We know the consequences involved in building on bayfill. We have the testimony of experts such as Dr. Steinbrugge and Dr. Richter on dangers on such building. Furthermore, we know that even these men as well as many structural engineers do not know what will actually happen in the next earthquake. They can only guess how many lives will be lost and how much property damage will occur. In essence a trial by fire situation exists. I do not feel that the proposed 10,000 workers in the Southern Pacific tower should be subjected to this. I ask that the Commission deny the Southern Pacific plans and request Southern Pacific to either drastically reduce the building's size or abandon the project entirely. This concludes my statement. I welcome your questions or comments. Thank you for your time."

Sue Hestor, representing the Committee for a Vote on High-Rise, read the following statement:

"Recently our office purchased a copy of the BBC film, "San Francisco, the City that Waits to Die," which we showed to some of our workers Tuesday night. That film raises several points about the probable effects of a severe earthquake in the Bay Area which I feel should be of equal consideration by the Planning Commission - as much as is given to whether a building harmonizes with the buildings and streets around it. Does this building harmonize with the earth beneath it?

"As we all know the area in which the building is planned is bay-fill, the composition on geological maps being called "bay mud." In a recent paper published by the Seismological Society of America, Roger Borchert, a doctoral candidate at Berkeley, asserted that the relative ground amplification of such a surface is between 4 and 20 times as great as buildings built on rock. This means that the effects of an earthquake will be 4 to 20 times as severe as those for buildings on a more stable foundation. What I would like to know is, have the engineers and architects for this building taken this into consideration? Who have they talked to from the Geological Survey about ground amplification? Do they willingly take the liability for the casualties that are more probable in an area with a less solid geological foundation? Are the members of the Planning Commission willing to take the risks entailed, the legal liability for approving the plans of a building on less than the most favorable geological strata? How important is the consideration of possible hazard relative to the other considerations being made?

May 27, 1971

"Secondly, the recent San Fernando Valley earthquake has resulted in a great deal of raw data on the effects of that quake on high-rises. Los Angeles County has had a law for over twenty years that high-rise buildings must have built into them strong motion instruments. These measure the amplitude of building motion in several directions, and take into account the extent of the motion and how rapidly it occurs. The National Center for Earthquake Research of the U.S. Geological Survey is currently compiling the data from those buildings in downtown Los Angeles. Even though they were 45 miles from the center of the earthquake, they all measured the effects of the quake on their buildings. A preliminary professional report is now completed, but according to the office in Menlo Park an extensive analysis of the data will not be available for several months. This new data will be one of the first major bodies of information on strong motions in high-rises. Have the people who designed this building done anything to incorporate the findings of this work into their design? Have they talked to office in Menlo Park? Have they talked to the Coast Geodetic Survey which also does work on strong motion studies? If the builders are not willing to wait until the citizens of San Francisco get a chance to vote on whether they want to approve future high-rise buildings, are they willing to wait the design for scientific data which may protect the lives of the thousands of people who would be working in such as building? What are the considerations that are more important than the safety of the building occupants? Why should a building be built on this unstable surface anyway? Are there no other sites available?

"I think these are serious questions that must be answered before any building plans are approved by this commission."

The Director, in reply to the statements which had just been read, remarked that the subject property is and has always been considered to be a part of Downtown rather than a part of the Waterfront; and, in any case, he noted that height limits had already been established for properties located along the waterfront. He remarked that the recently published Urban Design Plan had included recommendations for establishment of height limits throughout the city; and he indicated that the proposed building would conform to the height limits proposed for the subject property in that report. With regard to the issue of structural adequacy of buildings relative to earthquake dangers, he remarked that such matters are reviewed by the Department of Public Works which administers the Building Code and not by the Department of City Planning which has no expertise in that field. In any event, Mr. Jacobs added, it was his understanding that the tower piling would be sunk to bedrock.

Conley Weaver of the firm of Welton Becket and Associates, Architects for the applicant, stated that he had little to add to the comments which had been made by Mr. Jacobs except to state that his firm kept abreast of current reports on earthquake hazards, and that it had designed buildings in all parts of the world in conformance with local codes and ordinances.

The Director recommended that the plans be approved subject to the three specific conditions which had been cited by Mr. Svirsky. He remarked that the applicants and their architects had been extremely cooperative and had worked with the staff of the Department of City Planning to overcome some very major difficulties; and, as a result, the staff was pleased to recommend a favorable action on the plans which were now under consideration by the Commission.

Commissioner Ritchie complimented the applicants on their willingness to cooperate with the staff of the Department of City Planning and to preserve the view corridor along California Street as requested in a previous letter which had been sent to them by the City Planning Commission. He remarked that the blocks south of Market Street are larger than any which exist in most other cities of the United States; and he felt that most people who might hold title to such a block would want to develop it to its fullest potential. He felt that the applicants should be commended for proposing a project which would not take maximum advantage of the site; and he felt that the architects should be complimented for the attractive treatment which they were proposing for the Mission Street facade of the building. Construction of two towers instead of a single bulky building would allow sufficient light and air on the site; and the commercial development being proposed would bring activity to the site. While he regretted that part of the Pine Street view corridor would be affected by the proposed project, he felt that it was more important that the view corridor along California Street should be preserved intact. While he believed that the exterior treatment being proposed for the project could be improved somewhat, he felt that the applicants and their architects had arrived at a good solution to a very difficult problem.

Commissioner Fleishhacker stated that he would be prepared to accept responsibility for approval of the building in spite of the arguments which had been raised by the two persons who had spoken in opposition to the proposal since he did not feel that the earthquake dangers which they had mentioned really exist. He remarked that most of the buildings between Montgomery Street and the Bay are constructed on fill; and, in view of the technological improvements and revisions in the Building Code, he suspected that the building presently existing on the site might be less safe than the towers being proposed in case of an earthquake. In any case, it would be beyond the competence of laymen to determine such safety factors. He asked if measuring devices would be installed in the proposed building to record what happens when an earthquake does take place. Mr. Finsterbusch replied in the affirmative and indicated that such devices are already in place in the existing building.

Commissioner Fleishhacker stated that he was sympathetic with the expressed concern about the earthquake dangers; however, he noted that the 32-story Mutual Benefit Life Building had already been constructed within a block of the subject site. Under the circumstances, construction of the proposed project would not establish a new precedent.

The following information was obtained from the files of the Department of the Interior, Bureau of Land Management, which have been made available to the public under the provisions of the Freedom of Information Act, 5 U.S.C. 552, and the Department of the Interior, Bureau of Land Management, which have been made available to the public under the provisions of the Freedom of Information Act, 5 U.S.C. 552.

On October 10, 1961, the Department of the Interior, Bureau of Land Management, advised that it had received a letter from the Department of the Interior, Bureau of Land Management, dated October 10, 1961, in which it was requested that the Department of the Interior, Bureau of Land Management, advise the Department of the Interior, Bureau of Land Management, as to whether or not the Department of the Interior, Bureau of Land Management, had any information regarding the status of the application for the proposed project. The Department of the Interior, Bureau of Land Management, advised that it had no information regarding the status of the application for the proposed project.

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Commissioner Ritchie indicated that he was confident that the developers of the proposed project would spend a considerable amount of money on soil tests before proceeding with construction of the building since they would obviously not want to construct a building which would be likely to topple during an earthquake.

Commissioner Fleishhacker, noting that one of the conditions which had been recommended by the staff of the Department of City Planning specified that the towers should be light in color and harmonize within their treatment with the old Southern Pacific building, asked if it would be possible to harmonize light colored towers with the existing building which is constructed of red brick. Walter Hunt, representing the firm of Welton Becket and Associates, stated that it would not be desirable to use the architectural vocabulary of the old building for the new towers. He indicated, however, that the two structures would be blended together as much as possible by the use of arcades and other architectural features.

Commissioner Rueda stated that he was impressed with the proposed project; and he indicated that it was obvious that a great deal could be achieved by developing the entire block as an integrated project instead of developing it on a piecemeal basis.

After further discussion it was moved by Commissioner Rueda, seconded by Commissioner Porter, and carried unanimously that Resolution No. 6717 be adopted, approving the building application subject to the three following conditions:

1. That the design of all exterior ground areas be further reviewed with the staffs of the Department of City Planning and Transit Task Force, so that the paving, landscaping, signs and other features will be consistent with and complementary to the treatment of Market Street.
2. That the precise treatment of building facades be reviewed with the Department, in terms of its compatibility with other downtown development and moderation of the appearance of bulk. The towers should be light in color and harmonize in their treatment with the old Southern Pacific building.
3. That the retail areas be confined to activities that will provide goods and services for people working in the project and in the general area, and will not draw major shopping facilities away from the established downtown retail district.

Presentation of Report on Changes in the San Francisco Housing Inventory, 1970.

The Director introduced the presentation by commenting on the following points:

- "1. This series, first published in 1967 and annually thereafter, has furnished detailed information on local housing production and demolition by area and by year since 1960. It is based on information supplied by Department of Public Works records and collected by the staff of the Department. Other City agencies concerned with housing also contribute to the content of the report.
- "2. It is the only report of its kind which bases information on units actually completed or removed from the stock. Most reports rely on the Bureau of Census construction series which record only units authorized for construction.
- "3. It is used at the local level by a number of public agencies, for housing market analysis by both public and private groups including major financial institutions concerned with the finance of the land market, and at the regional and national level by HUD and the Bureau of Census for program evaluation and population analysis.
- "4. This year a section reporting the progress of public agencies in meeting targets established in the Improvement Plan for Residence is included. The agencies contributed the material contained in the section and in the future, this publication may well become the monitor of progress in housing performance.
- "5. The publication demonstrates the value of the Information System proposed by the Department in 1969 and which is being pursued at the present time through the Department sponsored ACCESS group. Since this information originates in another City department, is collected and processed by the Department of City Planning, and in finished form is used by a number of public and private organizations, it points to the usefulness of integrated information resources. Were this report not prepared by the Department, the statistics contained in it, which have found wide use and acceptance, would simply not be available. However, even more useful information can be generated and made available through a common information system, and the ultimate costs shared by a larger number of users. While the Department is pleased to be able to prepare this report and appreciates the cooperation of other agencies, it feels that much more can be made of City information files, though we are not in a financial position to do so."

The Director also remarked that he had received a letter from George B. Adams, Director of the Economic & Market Analysis Division of HUD, complimenting the staff of the Department of City Planning on the Housing Inventory reports which had been released in prior years and inquiring about the availability of the report which was now to be presented to the Commission.

One of the most important factors in the development of the United States is the growth of the population. This growth has been rapid and has been the result of a number of factors, including immigration and a high birth rate. The population of the United States in 1900 was approximately 76 million, and by 1920 it had increased to over 100 million. This growth has had a profound effect on the country's economy and society.

The growth of the population has also led to a corresponding increase in the demand for land. As the population grows, more land is needed for agriculture, industry, and housing. This has led to the rapid depletion of the country's natural resources, particularly the forests. The loss of these resources has had a significant impact on the environment and the economy.

In order to meet the growing demand for land, the government has been forced to take action. One of the most important measures has been the establishment of national forests. These forests are managed by the Department of the Interior and are set aside for the use of the people. They provide a source of timber and other resources, and they also serve as a refuge for many of the country's most valuable species of plants and animals.

Another important measure has been the reclamation of public lands. These lands are owned by the federal government and are used for a variety of purposes, including agriculture, industry, and recreation. The reclamation process involves the sale of these lands to private individuals or companies, who then develop them for their intended use. This process has helped to increase the productivity of the country's land and has also provided a source of revenue for the government.

The growth of the population has also led to a corresponding increase in the demand for water. As the population grows, more water is needed for drinking, irrigation, and industry. This has led to the rapid depletion of the country's water resources, particularly the rivers and lakes. The loss of these resources has had a significant impact on the environment and the economy.

In order to meet the growing demand for water, the government has been forced to take action. One of the most important measures has been the construction of dams and other water control structures. These structures help to regulate the flow of water in the rivers and lakes, and they also provide a source of hydroelectric power. This has helped to increase the availability of water and has also provided a source of revenue for the government.

Another important measure has been the conservation of water. This involves the use of water-saving devices, such as low-flow toilets and showerheads, and the implementation of water conservation programs. These measures have helped to reduce the amount of water that is wasted and have also helped to preserve the country's water resources for future generations.

The growth of the population has also led to a corresponding increase in the demand for energy. As the population grows, more energy is needed for heating, cooling, and transportation. This has led to the rapid depletion of the country's energy resources, particularly the oil and coal. The loss of these resources has had a significant impact on the environment and the economy.

In order to meet the growing demand for energy, the government has been forced to take action. One of the most important measures has been the development of alternative energy sources, such as solar and wind power. These sources are renewable and they do not produce the same amount of pollution as fossil fuels. This has helped to reduce the country's dependence on fossil fuels and has also helped to preserve the environment.

May 27, 1971

Peter Groat, Planner V, Urban Systems Analyst, presented and commented upon the report on Changes in San Francisco Housing Inventory during 1970. The report, which is available in the files of the Department of City Planning, can be summarized as follows:

"The report shows that the year, 1970, witnessed the smallest net gain in housing for the 1960-1970 decade. To the housing stock were added 260 units, the difference between 990 completed during the year and 730 demolished. Losses of units in the lower-density category -- less than ten units per building -- continued this year. Although 369 low-density units were completed, 37 percent of the year total, demolition exceeded production by 180 units. While single-family-home completions rose from 69 the previous year to 106 in 1970, the net change for this category amounted to a loss of 23 units.

"Gains were made in the higher-density structures, aided particularly by a large private development near Gas House Cove in the Marina district. The 63 percent share of total completions in the ten-or-more-unit category continues to reinforce the trend of recent years to higher housing densities. It should be noted that a number of projects in Redevelopment Areas will be completed in 1971 and 1972 and that these will contribute to the City's stock of lower-density family housing.

"Of the 730 units demolished in 1970, 464 were the result of public action. This proportion remains the same as the previous year. The 1970 report includes, for the first time, data on hotel rooms lost. In 1970, 1,658 hotel rooms were removed from the inventory. Of these 1,084 or 65 percent of the demolition resulted from public actions. On the basis of the information available for the report, the number of these rooms used as permanent living quarters could not be determined. As a consequence, the count is rendered as rooms rather than housing units.

"The report contains an extensive section on the progress of public agencies to meet housing targets established during the preparation of the City's Improvement Plan for Residence. The information, contributed by the agencies, serves to monitor the various housing programs in effect or proposed for San Francisco."

Following the presentation, Mr. Groat responded to questions which were raised by members of the Commission.

At 3:55 P.M. President Newman announced that the meeting was recessed. The Commission reconvened at 4:00 P.M. and proceeded with hearing of the remainder of the agenda. Commissioner Ritchie was absent for the remainder of the meeting.

These figures are based on the 1950-1951 season, which was the first year in which the Special Committee was able to obtain a complete report. It is noted that the figures for the 1950-1951 season are based on the 1950-1951 season, which was the first year in which the Special Committee was able to obtain a complete report.

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At 3:30 P.M. the Special Committee adjourned until the next day, Monday, June 11, 1951. The Special Committee will meet again on Monday, June 11, 1951, at 10:00 A.M.

Presentation of Central Waterfront Recreation Sites Report.

Allan B. Jacobs, Director of Planning, made the following introductory remarks:

"Late last year the Potrero Hill residents and Home Owners Council submitted to this Commission and to the Board of Supervisors a number of suggested locations for public access and improvement along the Central Waterfront. At that time the Council indicated their submission was not a formal plan but a list of suggestions and asked for an evaluation of their proposed sites by the Commission. The Board of Supervisors also has asked for an evaluation of the proposals by the Department, indicating, however, that interests with prior claims and all others who may develop claims on the area be fully considered. These interests, of course, include the Port, BCDC through its Bay Plan, and the Department of Public Works.

"Given this rather broad brush approach, we felt that it would be desirable to include some of our own thoughts on the matter as a part of the evaluation. The recommendations contained in the report are, therefore, based upon all factors known to us which we felt should be included at the present time. I must emphasize this point as I observe a number of other studies are in progress with reports due in the next few months.

"These include:

- "1. A study by the Port, required by BCDC, of essentially a public access and Recreation Plan, including an Implementation Plan, for the Central Waterfront area due to be completed by July 1, 1971.
- "2. Amendments to the BCDC Bay Plan which would enable existing private recreation development to be expanded and new development to be considered, of which a good deal presently exists in the Central Waterfront.
- "3. A Preliminary Plan being prepared by the Department of Public Works to take care of wet weather sewage flow which is required by the Regional Water Quality Control Board and due to be published by August 1, 1971, and
- "4. The assembly of all present plans and data for the entire Waterfront Area by this Department and the Port has been requested by the Board of Supervisors with a Report due by October 1, 1971. Emphasis is placed upon future Port needs, methods of implementing their plans, and this Commission is asked to recommend any Master Plan amendments deemed to be desirable.

May 27, 1971

"With these various studies in mind, this report to you today may be considered as our best thinking to date, and appropriate as a resource document, but must also be considered to be subject to change as these other inputs become more definitive.

"A must also point out that, except for some informal discussions, there has been no review by the many parties involved. I would like to make recommendations on this point as well as future Commission action following the presentation."

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), presented and summarized the report with the use of photographic slides. The report is available in the files of the Department of City Planning.

John Coney, a member of the Waterfront Committee of the Potrero Hill Owners and Residents Council, stated that he concurred with many of the recommendations contained in the report; and he indicated that he was grateful for the cooperation which had been afforded by the staff of the Department of City Planning. He remarked that the Port Commission is scheduled to publish its recommendations for recreational sites along the Central Waterfront next week; however, since his organization had not yet seen a copy of that report, he did not know whether the recommendations of the Port Commission would harmonize with those of the staff of the Department of City Planning. He stated that the Central Waterfront lies adjacent to a very heavily populated residential section of the city; and, since the Central Waterfront is protected and has some of the warmest water available in the Bay, he felt that every effort should be made to preserve specific locations for public recreational activities and for public access to the waterfront. Even in cases where the Port Commission might anticipate a future need for LASH facilities or other maritime activities in certain areas, he felt that the public should be allowed to use such areas until it becomes necessary to convert them for maritime use. He felt that the Port Commission should be persuaded to reduce the amount of fill proposed for Piers 70 to 72 so that development would not interfere with recreational usage of Warm Water Cove on the south.

Elaine Sundahl, also representing the Waterfront Committee of the Potrero Hill Residents and Home Owners Council, reported that a considerable number of people had attended a walk through the Central Waterfront area on the previous Sunday. She stated that her organization had worked for the past five years to encourage recreational developments in the area; and she indicated that she was grateful for the cooperation which had been given by the various governmental agencies involved.

A gentleman who was present in the audience remarked that recreational developments along the Central Waterfront would benefit residents of the South of Market area, also.

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May 27, 1971

The Director recommended that a public meeting be scheduled on June 17, 1971, at 3:00 P.M. in room 282, City Hall, to discuss the recommendations contained in the staff report.

The Commission agreed to schedule the meeting as recommended by the Director.

The meeting was adjourned at 5:00 P.M.

Respectfully submitted,

Lynn E. Pio
Secretary

SAN FRANCISCO

CITY PLANNING COMMISSION

Minutes of the Regular Meeting held Thursday, June 3, 1971.

The City Planning Commission met pursuant to notice on Thursday, June 3, 1971, at 1:15 p.m. in Room 282, City Hall.

PRESENT: Walter S. Newman, President; Virgil Elliott, James J. Finn, Mortimer Fleishhacker, Mrs. Charles B. Porter, John Ritchie, and Hector E. Rueda, members of the City Planning Commission.

ABSENT: None

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator); Robert Passmore, Planner V (Zoning); Daniel Sullivan, Planner III (Zoning); Joseph Fitzpatrick, Planner III; Patricia Peterson, Planner II; Lynn E. Pio, Secretary.

Ralph Craib represented the San Francisco Chronicle; Donald Canter represented the San Francisco Examiner.

APPROVAL OF MINUTES

It was moved by Commissioner Elliott, seconded by Commissioner Fleishhacker, and carried unanimously that the minutes of the meetings of October 1, 1970, and April 1, 1971, be approved as submitted.

CURRENT MATTERS

Allan B. Jacobs, Director of Planning, requested the Budget and Personnel Committee of the Commission (Commissioners Newman, Porter, Ritchie) to meet at 1:30 p.m. next Thursday afternoon to discuss the Department's work schedule for the next few months.

R71.21 - Vacation of a portion of Loomis Street at Oakdale Avenue.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), reported on this matter as follows:

"Loomis Street runs parallel to and a block away from Bayshore Boulevard in the Islais Creek industrial area. At the intersection with Oakdale Avenue, the northeast corner is not a right angle but is sliced off on a diagonal, for no apparent purpose. The main part of Loomis Street is 60 feet wide but on the north side of Oakdale Avenue it is 113 feet wide. The abutting owner on the northeast corner has petitioned for the vacation of this triangle of street area in order to incorporate it with his property, Lots 3 and 15, Block 5572, which are now vacant except for a billboard. The area petitioned for consists of approximately 3200 square feet, and although no determination of the ownership has yet been made, it is thought to be an easement street.

THE UNITED STATES OF AMERICA

1911 - 1912

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"This extra bit of street area is now used for onstreet parking by an assortment of trucks and cars. The area is zoned M-1, and development consists mostly of one-story buildings used for repairs or storage, with a sizable amount of open uses. A spur track runs down the center of the 60-foot wide portion of the street.

"Other than the onstreet parking, the area serves no public or street purpose."

The Director recommended that the proposed street vacation be approved as in conformity with the Master Plan.

Commissioner Fleishhacker asked if any opposition had been raised to the proposal. Dante Cassotta, representing the applicant, replied in the negative. He stated that the subject property would not be of use to anyone other than his client; and he felt that merger of the vacated portion of the street with the adjacent lot would enhance the appearance of the neighborhood.

After further discussion it was moved by Commissioner Porter, seconded by Commissioner Fleishhacker, and carried unanimously that the Director be authorized to report that the proposed vacation of a portion of Loomis Street at Oakdale Avenue, as shown on SUR-1071, is in conformity with the Master Plan.

CURRENT MATTERS CONTINUED

Mr. Steele informed the Commission that the Master Plan for the Pacific Medical Center had been scheduled for consideration during the Zoning Hearing; however, both the Medical Center and residents of the subject neighborhood had requested that the discussion be postponed until the meeting on July 1. After discussion it was moved by Commissioner Porter, seconded by Commissioner Fleishhacker, and carried unanimously that consideration of the Master Plan for the Pacific Medical Center be postponed until the meeting of July 1, 1971.

1:30 P.M. - ZONING HEARING

CU71.23 - 135 Mississippi Street, east line, 95.95 feet south of 17th Street. Request for automobile dismantling to be conducted within a totally enclosed building, in an M-2 District.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), referred to land use and zoning maps to describe the subject property which has a frontage of 135 feet on Mississippi Street and a depth of 70.70 feet for a total area of 9,544.5 square feet. He indicated that the entire site is covered by a three-story poured-concrete building which the applicant proposed to use for automobile dismantling and for storage of used parts. In conclusion, he reviewed the guidelines which had been established by the Commission for Conditional Use consideration of proposals for automobile wrecking yards.

Roy Anderson of Anderson Associates represented the applicant. He stated that the existing three-story poured-concrete building is completely equipped with a sprinkler system. Access to the site would be gained exclusively through the industrial district; and, on arrival, the automobiles to be wrecked could be taken into the building by any one of three truck doors. No automobiles would be

stored on the street. Dismantling of the automobiles would take place indoors; and, scrap metals would be dumped into a railroad car and hauled away. Mr. Anderson stated that the exterior of the building would give no visible indication of the operations taking place on the site.

President Newman asked how many automobiles might be brought to the site each day. Harvey Good, the applicant, stated that while he is not buying more than three automobiles a day at the present time, four or five automobiles might be received in the future.

Commissioner Rueda asked if the scrap metal would be removed from the site each day. Mr. Anderson replied that the schedule for scrap metal pickups would depend on the volume of automobiles being wrecked on the site.

President Newman asked how many customers might visit the building at any one time. Mr. Anderson replied that it was unlikely that the number of customers on the site at any one time would exceed 2 or 3 people. Usually, customers arrive at a rate of approximately one person every 10 minutes. In any case, customer parking would not be a problem.

The Director asked for an indication of when the project might become a reality if it were to be approved by the Commission. Mr. Anderson replied that the project could not be initiated for approximately 18 months since the building is occupied by another tenant at the present time.

Joseph Sciancalepore, President of the Automobile Dismantlers Association, stated that he supported all of the applications for automobile wrecking yards which had been included on the Commission's agenda.

No one was present to speak in opposition to the application.

At this point in the proceedings, Commissioner Ritchie arrived in the meeting room and assumed his seat at the Commission table.

The Director remarked that the proposed operation would meet the guidelines which had previously been established by the Commission for dismantling operations; and he did not believe that the use would be detrimental to the neighborhood. He also remarked that the operation, if approved, would permit the automobile dismantling industry to improve its public image. Therefore, he recommended that the application be approved subject to seven specific conditions which were contained in a draft resolution which he had prepared for consideration by the Commission. After reviewing and commenting on the conditions, he recommended adoption of the draft resolution.

President Newman asked if the conditions which had been proposed by the Director would be acceptable to the applicant. Mr. Anderson replied in the affirmative.

After further discussion it was moved by Commissioner Fleishhacker, seconded by Commissioner Ritchie, and carried unanimously that the draft resolution be adopted as City Planning Resolution No. 6718 and that the application be approved subject to the conditions which had been recommended by the Director.

At the meeting held on May 14, 1922, at New York City, the following matters were considered and action thereon taken:

1. The Board of Directors, upon the recommendation of the Finance Committee, has authorized the payment of a dividend of \$1.00 per share of common stock for the third quarter of 1922, payable on or about September 1, 1922.

2. The Board of Directors, upon the recommendation of the Finance Committee, has authorized the payment of a dividend of \$1.00 per share of preferred stock for the third quarter of 1922, payable on or about September 1, 1922.

3. The Board of Directors, upon the recommendation of the Finance Committee, has authorized the payment of a dividend of \$1.00 per share of common stock for the third quarter of 1922, payable on or about September 1, 1922.

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9. The Board of Directors, upon the recommendation of the Finance Committee, has authorized the payment of a dividend of \$1.00 per share of common stock for the third quarter of 1922, payable on or about September 1, 1922.

CU71.24 - 55 Napoleon Street, south line, 189 feet east of Evans Avenue.
Request for automobile dismantling on an open lot, in an M-2 District.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), referred to land use and zoning maps to describe the subject property. He stated that the Evans Avenue frontage of the lot is presently used as a used car sales lot. The applicant now proposed to use the remainder of the lot as an automobile dismantling yard having sale of used parts on the same premises and access from Napoleon Street. The entire lot would be paved with concrete. Seven off street parking spaces would be provided in the interior for automobile dismantling customers. Equipment would be stored on one side of the customer parking area and inoperable vehicles on the other. A six foot screen would separate the inoperable vehicles from the remainder of the lot. A small parts building would also be placed on the site. Mr. Steele noted that the same site had been the subject of a Conditional Use application which had been heard and disapproved by the City Planning Commission in April, 1970; however, he indicated that the City Planning Code permits rehearing of the same or substantially the same application one year after the original hearing. In conclusion, Mr. Steele called attention to the criteria which had previously been established by the City Planning Commission for use in reviewing Conditional Use applications for automobile wrecking yards.

Jerry Compton, Public Relations Director for the Automobile Dismantlers Association, represented the applicant. He remarked that the subject property had resembled a wasteland when it was originally leased from the State; however, since that time, many improvements have been made on the site including installation of ten foot fences and shrubbery in certain areas. The proposed automobile dismantling operation would be considerably different from the operation in which the applicant is presently engaged in Butcher Town. Parts would be removed from the automobiles for sale; and the remainder of the vehicles would be processed for scrap immediately. Although some automobiles must be held for a minimum of seven days, they would be moved off of the property as soon as possible following expiration of the legal holding period. As a result of the hearing which had been held by the Commission a year ago, the applicant had become aware of neighborhood concern about traffic congestion in the area and had made arrangements so that traffic to and from the automobile dismantling lot would be routed along Napoleon Street, Bayshore Boulevard, and the Freeway, instead of on Evans Avenue. Furthermore, no trucks would leave the site during rush hour traffic headed to or from the Hunters Point Naval Ship Yard. At the most, no more than five vehicles would be brought to the site each day; and approximately 1½ hours would elapse between each delivery.

Commissioner Fleishhacker asked for a better description of what would actually take place on the site. Mr. Compton replied that automobiles acquired from private citizens or insurance firms would be towed to the site one at a time. Saleable parts would be removed from the vehicles immediately; and the remainder of the vehicles would be loaded on special trucks and taken to scrap yards in Oakland or Niles. He stated that most of the parts which would be removed from the vehicles would be unbolted rather than cut with torches so that they could easily be re-installed on other vehicles.

Commissioner Fleishhacker asked about the maximum number of vehicles which might be on the site at any one time and whether the vehicles would be stacked on top of each other. Mr. Compton replied that the amount of vehicles on the site at any one time would be limited by the capacity of the lot. He stated that the applicant did not plan to stack vehicles on top of each other because of the expense involved in stacking and unstacking the vehicles and moving them around on the lot; rather, the applicant intended to remove saleable parts from the vehicles and to remove the rest of the vehicles from the lot as quickly as possible.

Commissioner Rueda asked if any portions of the lot would be covered. Mr. Compton replied that the only buildings in the site would consist of two offices, one for the used car sales lot and one for the dismantling operation. In response to a further question raised by Commissioner Rueda he stated that the mechanics would work in the open, weather permitting. Joe Sciancalepore, the applicant, stated that the mechanics would work in the enclosed Parts Department during rainy weather.

At this point in the proceedings, Commissioner Finn arrived in the meeting room and assumed his seat at the Commission table.

Commissioner Fleishhacker asked how many individuals would be employed on the site. Mr. Compton replied that from 3 to 5 men would be employed.

John Martin, an automobile dismantler, indicated his support of the subject application.

Larry Montera, also a dismantler, remarked that the proposed operation is needed in the subject neighborhood.

Henry Levin, one of the owners of property located at 1945-95 Evans Avenue which is occupied by the Parisian Bakery and the Associated Charter Bus Lines, stated that all of the property which he and his partners own has been drained, paved, fenced, and improved. He remarked that the applicant had previously requested permission to use the subject property for an automobile wrecking yard and had been turned down by the City Planning Commission; and, following the disapproval by the Commission, the applicant had installed a "so called" used car business on the site which in reality consisted of storage of vehicles which are predominantly inoperable. He stated that the offices of the Parisian Bakery are located on the second floor of the bakery building and look down on the subject property; and, since the Parisian Bakery is involved in the processing of food products, collections of debris in the area could be detrimental to that operation. Furthermore, both of his tenants operate a considerable number of vehicles; and operation of tow-trucks by the automobile wrecking yard might create serious traffic problems in the area. While he was sympathetic with the relocation problem being faced by the automobile dismantlers, he felt that use of the subject as an automobile wrecking yard would conflict with the normal operations of his tenants. He urged that the application be disapproved.

Commissioner Fleishhacker, noting that Mr. Levin had objected to the proposed use as a traffic hazard, asked if use of the subject property by firms such as a bakery and bus line, which would probably create more traffic than the proposed use, would be preferable. Mr. Levin replied that off-street parking

spaces are provided for all of the employees of the Parisian Bakery.

Commissioner Fleishhacker felt that Mr. Levin was opposed not just to the proposed project but to any development of the subject site.

Mr. Levin stated that it was not likely that any buildings would be built on the subject property since the State Division of Highways has plans to use the property for a freeway ramp in the future.

Mr. Roseman, a partner of Mr. Levin, stated that automobile wreckers are still wreckers even if they now call themselves dismantlers. Since they could realize no profit in taking whole automobiles to scrap yards in Oakland, they would have to use acetylene torches to cut the automobiles into pieces before removing them from the wrecking yard; and, because of oil and gasoline spillage, and because of the number of old tires which might be on the site, such an operation could pose an extreme fire hazard. In fact, the Fire Department had faced great problems in extinguishing fires which had started in wrecking yards in the Butcher Town area. While he recognized the need for wrecking yards, he did not feel that they should be located across the street from a bakery. He believed that the applicant would stack the wrecked cars on top of one another in the lot; and, when the lot becomes filled to capacity, no space would be available for customer parking. He felt that it would be impossible to maintain the proposed automobile wrecking yard in a neat and tidy condition; and, as a result, he urged that the application be disapproved.

Eileen Grosjean Callaghan, President of the Grosjean Investment Company and Rice Mill, stated that she was extremely concerned about the health and sanitation problems as well as the fire hazard which would be created by the proposed use of the subject property. She stated that her family has owned property in the subject neighborhood for more than 50 years and had paid reclamation district taxes to turn the neighborhood into a first-class industrial area; and she did not understand why the City now wished to focus its attention on Hunters Point and to 'allow the subject neighborhood to be downgraded.' Furthermore, she objected to the fact that the applicants had commenced both used car sales and dismantling activities on the subject site before acquiring legal permits from the City.

Ed Merlin, Assistant Manager of the Parisian Bakery, stated that his firm has a fleet of between 60 and 65 trucks; and he indicated that at least three other major trucking lines are located in the area. In addition to that traffic, Evans Avenue is used by workers at the Hunters Point Naval Ship Yard and by people attending ball games at Candlestick Park. At times, traffic on Evans Avenue is bumper to bumper. Under the circumstances, he felt that the proposed automobile wrecking should be located further from the center of town where traffic is not so heavy. He also remarked that the Parisian Bakery operates 24 hours a day; and, if a fire should break out in the wrecking yard, tying up traffic in the area, the bakery might be put out of business.

Commissioner Fleishhacker remarked that other uses of the subject site might generate more traffic than the proposed automobile wrecking yard; and, under the circumstances, he wondered why Mr. Merlin had based his objection to the application on traffic considerations. Mr. Merlin replied that the automobile wrecking tow-trucks, which do not move at normal traffic speeds, could tie up traffic on Evans Avenue.

It is noted that the above information was obtained from the files of the

Department of Defense, and is being furnished to you for your information.

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Mrs. Andrew J. Gallagher, Industrial Director of the Southern Promotion Association, stated that she had received letters from practically all of the industries presently located in the area in opposition to the subject application. While she acknowledged that automobile wrecking activities on the subject lot would not be seen from any residential area, she pointed out that the use would be visible from firms located in the outstanding industrial district which lies adjacent to the site. Furthermore, when the Army Street traffic circle is completed, Evans Avenue will carry an even greater amount of traffic.

The Secretary called attention to several letters which had been received in opposition to the subject application.

The Director remarked that the amount of traffic which would be created by the proposed use would be relatively small as compared to the amount of traffic created by other uses existing or permitted in the area. While some of the opponents to the application had felt that the proposed use would create debris, he pointed out that one of the firms now located in the area is actually in the business of collecting debris. Furthermore, he noted that the Associated Bus Lines have a repair garage on their premises. He remarked that the proposed use would provide a necessary service for residents of the city; and, he noted that the proposed project would be in general conformity with the guidelines which had previously been established by the Commission for dismantling operations. Therefore, he recommended that the application be approved subject to 16 specific conditions which were contained in a draft resolution which he had prepared for consideration by the Commission. After reading and commenting upon the conditions, he recommended adoption of the draft resolution.

President Newman asked if the applicant would be allowed to burn debris on the site. The Director replied that on-site burning is prohibited by the Bay Area Pollution District unless special incinerators are used.

Commissioner Ritchie, noting that a similar application had been disapproved by the City Planning Commission a year ago on a tie vote, asked how the proposal presently under consideration differed from the one which had been filed previously. The Director replied that the application differed from the former one in that a portion of the lot would be used for used car sales; in addition, landscaping was being proposed by the applicant. In any case, he noted that the staff of the City Planning Department had recommended that the previous application be approved.

Commissioner Ritchie stated that he had understood that the applicant had proceeded to utilize the property in spite of the fact that the previous application had been disapproved by the Commission. Mr. Steele replied that the portion of the property behind the used car sales lot had been used for dead storage which is a permitted use in the M-2 District.

Mr. Compton remarked that the proposed automobile wrecking yard would front on Napoleon Street rather than on Evans Avenue as previously proposed. As a result, tow-trucks coming to the proposed wrecking yard would have contact with traffic on Evans Avenue only at its intersection with Napoleon Street. He informed the Commission that the Fire Department had never been called upon to extinguish a fire at the site of the applicant's present wrecking yard in Butcher-Town; and, in any case, fires had been a problem in that area only because of the

June 3, 1971

lack of proper water supply to the properties occupied by the dismantlers. He stated that adequate utility service would be provided on the subject site; and, as a result, any small accidental fires which might be started could be controlled.

President Newman, noting that Condition No. 1 of the draft resolution would provide that the used car lot should be operated as a separate entity with no access to the automobile dismantling yard, asked if the two uses would, in fact, be separated. Mr. Compton replied that a 10 foot fence already separates the used car sales lot from the rest of the property, with the only access between the two portions of the property being provided through the office.

President Newman asked if the conditions which had been recommended by the Director would be acceptable to the applicant. Mr. Sciancalepore replied in the affirmative.

Commissioner Rueda asked if the applicant would be willing to provide a shelter for the workers who would be removing parts from the automobiles. Mr. Compton replied in the affirmative. Commissioner Rueda then suggested that such a requirement be specified in Condition No. 6 of the draft resolution.

After further discussion it was moved by Commissioner Fleishhacker and seconded by Commissioner Rueda that the draft resolution, as amended, be adopted.

Commissioner Fleishhacker, noting that he had voted in favor of the application when it was before the Commission one year ago, stated that he felt that the fears which had been expressed by those who had spoken in opposition to the application were not realistic. He believed that the applicant is entitled to do business in San Francisco; and, he felt that the proposed use would be suitable for the subject property. If the conditions which had been recommended by the Director were observed by the applicant, the use should not be detrimental to the neighborhood in any way; and, if the conditions here not met, the Conditional Use authorization would be revoked.

Commissioner Rueda asked if any other plans are being developed for the subject property. The Director replied that the staff of the Department of City Planning was not aware of such plans.

Commissioner Ritchie stated that he had been in the subject neighborhood at least once a week for the past 20 years and had been impressed by the gradual improvement of the area, particularly in the vicinity of Napoleon Street and Evans Avenue. He remarked that ten industrial firms had gone on record in opposition to the subject application; and, unlike Commissioner Fleishhacker, he could not take the position that the concerns of those industries were unfounded. He stated that it has been very difficult for industries to remain in the City; and, because of the character of the City's industrial areas, many industries have already chosen to relocate. Automobile wrecking yards have traditionally been located east of Third Street; and he felt that they should continue to be located east of Third Street or, at the very least, east of the Southern Freeway extension. He did not feel that the subject site would be a proper location for an automobile wrecking yard; and, even if certain uses which now exist in the neighborhood are not desirable, their existence should not be used to justify the introduction of another unacceptable use into the area. Introduction of the

proposed use would depreciate the value of surrounding properties and would discourage established industries from remaining in San Francisco. Furthermore, the proposed use would interfere with traffic on Evans Avenue, the major traffic artery in the area. He was in favor of having the automobile dismantlers remain in San Francisco; however, he felt that they should locate suitable sites in the south Bayshore District for their operations.

When the question was called, the Commission voted 6-1 to adopt Resolution No. 6719 and to approve the application subject to the conditions contained in the draft resolution, as revised. Commissioners Elliott, Finn, Fleishhacker, Newman, Porter, and Rueda, voted "Aye;" Commissioner Ritchie voted "No."

CU71.17 - The two blocks bounded by Wallace and Underwood Avenues and Hayes and Griffith Streets; the block bounded by Underwood and Thomas Avenues and Griffith and Fitch Streets; and the easterly portion of the block bounded by Thomas and Shafter Avenues and Griffith and Fitch Streets.

Request for automobile dismantling on open lots, in an M-1 District.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), referred to land use and zoning maps to describe the subject property. He stated that the property in question is presently vacant, unimproved land; and, he indicated that the applicant proposed to locate 15 automobiles dismantling yards on the site which would range in size from 20,000 to 40,000 square feet each. Each yard would be graded and surfaced and would have independent sewers. A 10-foot cyclone fence with redwood slats would be erected around the perimeter of the property, and six-foot cyclone fences would be installed in the interior portions of the site to separate the individual dismantling yards. Each lot would contain a colored concrete block building for storage of records and other office functions and would have a 20-foot wide carport for dismantling activities. Five customer parking spaces would be provided on each lot; and, landscaping would be provided around the perimeter of the site. The applicants had also proposed to develop the former right-of-way for Van Dyke Avenue as a street and to grant a right-of-way easement to the street to the City. In conclusion, he reviewed the guidelines which had previously been established by the Commission for review of Conditional Use applications for automobile wrecking yards.

Roy Anderson, the applicant, remarked that the subject property is located in an old established industrial section of the City in an area remote from any residential uses. He remarked that no new industrial developments have been constructed during the past four years because industrial firms feared that they would not be welcome in the neighborhood. The automobile dismantlers, however, felt that they could operate in the area; and, they believed that the project which they were proposing would upgrade the area and demonstrate to other industries what can be done. He displayed a sketch of the proposed project and described the type of improvements which would be made on the site, repeating some of the information which had been included in Mr. Steele's presentation. He also advised the Commission that the property would be lighted at night to prevent vandalism and that watchmen would be on duty 24 hours a day. He stated that his office had offered to coordinate the proposed project; and, he assured

201.224

June 3, 1971

the Commission that the development would be constructed as promised if the subject application were to be approved.

Lex Byers, representing the San Francisco Chamber of Commerce, remarked that approval of the subject application would help a great deal in solving the relocation problem presently being faced by automobile dismantlers whose present activities are centered in the Butchertown Redevelopment Project area; and, he indicated that approval of the application would provide jobs for a large number of minority people. He believed that the automobile dismantlers could be trusted to carry out the project as proposed; and, in any case, the Commission could assure their performance by establishing specific conditions when approving the application.

Jack Dorsey, an automobile dismantler, indicated his strong support for the proposed project. When asked by President Newman if all of the automobile dismantlers presently occupying property in Butchertown would be accommodated on the subject site, Mr. Dorsey replied that the proposed project would accommodate all of the dismantlers who have not already decided to locate elsewhere or to move out of town.

Stephen Jacobs, representing a nearby property owner, asked if the Commission would require that Van Dyke Avenue and Griffith Street be paved in accordance with City standards and deeded to the City for maintenance. The Director replied that Van Dyke Avenue would have to be improved to meet City standards if the subject application were to be approved.

Edward Cummins, Captain of Traffic, representing the San Francisco Police Department, advised the Commission that the Police Department considered it essential that automobile wrecking activities should continue to remain in the City. He stated that approximately six thousand automobiles had been abandoned on the City's streets last year; and, he indicated that the cost of getting rid of abandoned automobiles would be considerably greater if the dismantlers were forced to relocate outside of San Francisco.

John K. Tufts, President of the South East San Francisco Industrial Merchants Association Inc., stated that his organization, which consists of 200 members, was in favor of the subject application being approved.

A lady who was present in the audience stated that her husband, who is in the automobile wrecking business, had been forced to relocate a number of times; and, she felt that something should be done to provide greater security for the wrecking yards.

Mr. Anderson advised the Commission that a petition had been gathered which contained approximately 200 signatures in favor of the subject application.

George Orlander, Secretary of the Automobile Dismantlers Association, stated that most automobile dismantling operations in San Francisco have been subject to 30 day leases; and, as a result, the operators have been given no incentive for enhancing the appearance of their activities. On the other hand, the sponsorer of the proposed project would be eligible for a loan from the Small Business Administration; and, as a result, attractive facilities could be constructed. Furthermore, since the dismantlers would own the property themselves,

It was noted that the application was not approved.

The Board of Directors has been informed that the application for the proposed project, which was submitted by the applicant, has been received. The Board has reviewed the application and has decided to approve it. The Board has also decided to grant the applicant a license to operate the project. The Board has also decided to grant the applicant a license to operate the project. The Board has also decided to grant the applicant a license to operate the project.

Jack Jones, an automobile dealer, has been asked by the Board of Directors to provide information regarding the proposed project. The Board has also decided to grant the applicant a license to operate the project. The Board has also decided to grant the applicant a license to operate the project. The Board has also decided to grant the applicant a license to operate the project.

Stephen Jacobs, a real estate agent, has been asked by the Board of Directors to provide information regarding the proposed project. The Board has also decided to grant the applicant a license to operate the project. The Board has also decided to grant the applicant a license to operate the project. The Board has also decided to grant the applicant a license to operate the project.

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John A. Taylor, President of the Board of Directors, has been asked by the Board of Directors to provide information regarding the proposed project. The Board has also decided to grant the applicant a license to operate the project. The Board has also decided to grant the applicant a license to operate the project. The Board has also decided to grant the applicant a license to operate the project.

A copy of the proposed project was presented to the Board of Directors. The Board has also decided to grant the applicant a license to operate the project. The Board has also decided to grant the applicant a license to operate the project. The Board has also decided to grant the applicant a license to operate the project.

Mr. Anderson and the Commission have been asked by the Board of Directors to provide information regarding the proposed project. The Board has also decided to grant the applicant a license to operate the project. The Board has also decided to grant the applicant a license to operate the project. The Board has also decided to grant the applicant a license to operate the project.

George Johnson, Secretary of the Board of Directors, has been asked by the Board of Directors to provide information regarding the proposed project. The Board has also decided to grant the applicant a license to operate the project. The Board has also decided to grant the applicant a license to operate the project. The Board has also decided to grant the applicant a license to operate the project.

June 3, 1971

they would not want to do anything which would degrade the neighborhood.

Arthur Evans, Deputy Director of the San Francisco Redevelopment Agency, stated that the Butchertown Redevelopment Project will bring \$40 million worth of Federal Funds to San Francisco and will provide 4,000 jobs; and he indicated that the problem of relocating the automobile wreckers had already caused the redevelopment project to be delayed. Originally, 45 parcels of land within the Redevelopment Project Area were occupied by auto wrecking activities. At the present time, only 29 automobile wreckers remain. If the application presently under consideration by the Commission were to be approved, the relocation issue would, for all practical purposes, be resolved. He regarded automobile wrecking as a legitimate business; however, in carrying out plans for the Butchertown Redevelopment Project area, the Redevelopment Agency had wished to attract industries which will provide a greater number of jobs per acre than automobile wrecking. He stated that the Redevelopment Agency had assigned a full time person to work with the automobile wreckers in attempting to find suitable relocation sites; and the conclusion had been reached that the subject property constitutes the most viable and the only suitable site for such activities in San Francisco. In order to allow the redevelopment project to proceed without further delay, he hoped that the Commission would approve the subject application.

John Tolan, the Mayor's Deputy for Development, stated that Mayor Alioto had met with the automobile dismantlers and was sympathetic with their problem. He believed, however, that automobile dismantling activities should be limited by license; and he indicated that Supervisor Pelosi had introduced legislation to require licensing of automobile dismantlers at the last meeting of the Board of Supervisors. In addition, because of concerns raised about the routing of traffic through the area, the resolution would call on the City Planning Commission, the Department of Public Works, and other operating departments to designate certain streets in the area as truck routes to be used for access to the automobile wrecking yards and to take steps to prevent trucks from using other routes to the area. Mr. Tolan remarked that the subject neighborhood is in a period of transition; and, since the Conditional Use authorization being requested by the automobile dismantlers would be limited to five years, he did feel that approval of the application would not have any detrimental effect on any future development in the area.

John A. Fletcher, an automobile dismantler, indicated his support of the application.

Mrs. Andrew J. Gallagher, representing the Southern Promotion Association, stated that she was completely in favor of the proposed project.

Mr. Anderson stated that Roy King, Project Manager for the proposed development, was present in the meeting room to answer any questions which might be raised by members of the Commission.

Harold B. Brooks, Jr., representing the San Francisco Bayview Hunters Point Model Agency, stated that the members of his agency had met on the previous evening and had voted for the fifth time to oppose automobile wrecking yards in

their neighborhood. He stated that they were anxious to have the India Basin Industrial Park Project proceed as quickly as possible because the jobs which will be made available are needed; however, his agency was also concerned about implementation of plans which both they and the City Planning Commission had already adopted for orderly improvement of the neighborhood. He noted that fifteen hundred new dwelling units for families are being constructed on Hunters Point; and he informed the Commission that the people who would be living in those units would not enjoy looking out over a conglomeration of junk yards, old warehouses, and empty fields. Furthermore, automobile wrecking activities, which provide jobs for only 4.2 employees per acre of land, would not make economic use of the land available. He felt that the Commission should endorse the position of the Model Neighborhood Agency and vote to disapprove the subject application; and, following disapproval of the application, he felt that everyone concerned should work together to solve the relocation problem being faced by the automobile dismantlers.

Commissioner Fleishhacker asked if the Model Neighborhood Agency were opposed to any dismantling activities whatsoever being located in the southeast portion of the City or if the opposition was being directed towards the specific site presently under consideration. Mr. Brooks replied that the subject properties should be developed with homes and with recreational facilities along the waterfront. He indicated, however, that his agency had not opposed the construction of enclosed industrial buildings which would harmonize with residential uses.

Commissioner Rueda asked if the Model Neighborhood Agency would be opposed to a five year approval of the subject application. Mr. Brooks replied that five year authorizations which had been granted had tended to become more permanent.

Commissioner Rueda remarked that he was confident that more intensive development would take place on the subject site when adjacent properties are improved and the area becomes more desirable.

Mr. Brooks stated that his people had been told many things in the past which had not come true.

Juanita Stone, Program Coordinator for the Model Neighborhood Agency, emphasized that the Model Neighborhood Agency had voted on at least three previous occasions to oppose the establishment of automobile dismantling yards in their neighborhood. She remarked that the Bayview Hunters Point Neighborhood had been declared a Model Cities Area because of the presence of blight and lack of adequate services; and, she indicated that the neighborhood had been working closely with the Department of City Planning for several years to prepare plans for orderly improvement of the area. The staff of the Model Neighborhood Agency had recommended that the subject application be opposed because automobile wrecking activities would be an uneconomic use of the land and would discourage better industries from coming in, and because such a use would add to the health, safety, and traffic congestion problems already being faced by the neighborhood.

June 3, 1971

In any case, she did not feel that one small section of the City should be expected to solve the problems of the entire city; and, if the City Planning Commission should decide that it would be desirable to retain automobile wrecking activities in San Francisco, she believed that the Commission should turn to other neighborhoods for help in locating an appropriate site for the automobile wreckers. In conclusion, she stated that approval of the subject application by the Commission would be in conflict with the Model Neighborhood Plan for the Bayview Hunters Point neighborhood.

Harold G. Madison, representing the Shafter Avenue Improvement Club, stated that the members of his organization had not been visited by Mayor Alioto; and, therefore, they did not know whether he favored the automobile wrecking yard proposal or not. However, President Feinstein of the Board of Supervisors had visited his group; and she had agreed that automobile wrecking yards should not be moved from one corner of the South Bayshore neighborhood to another corner of the same neighborhood. He stated that automobile wrecking yards do not create jobs for minorities; and, rather than helping to upgrade a community, their ugliness tends to blight the neighborhoods in which they are located. Furthermore, he felt that it hurts San Francisco's image to force visitors at Candlestick Park to look down on wrecking yards stacked with wrecked automobiles. He stated that streets in the neighborhood other than Van Dyke Avenue need to be paved; and approval of the proposed wrecking yard would only compound the traffic congestion in the area which is particularly severe whenever people are going to or from work at the Hunters Point Naval Shipyard. He hoped that the Commission would look at the proposed project from an environmental standpoint and that it would vote to disapprove the application.

Victor Medearis, 1595 Shafter Avenue, identified himself as a member of the Human Rights Commission and a representative of the American Baptist Churches, Inc. He stated that some of the younger members of his church had paid up to \$50,000 for homes in the subject neighborhood and did not feel that the area should be downgraded with the type of project being proposed. He stated that traffic congestion is already a serious problem in the neighborhood; and tow-trucks carrying wrecked automobiles would make the situation even more dangerous. He felt that some suitable site should be available for relocation of the automobile dismantlers; however, if they were forced to move out of town, their employees would be willing to leave town, also, for if the dismantlers were willing to pay sufficiently attractive salaries. In any case, he felt that the subject application should be disapproved; and he indicated that residents of the subject neighborhood would do anything within their power to prevent the proposed project from becoming established.

Ed Watson, a home owner and a resident in the Bayview-Hunters Point neighborhood, emphasized that the Hunters Point ridge has one of the most beautiful views in the city and that it is presently being developed with attractive residential units. He assumed that the residents of Nob Hill would not enjoy a view which consisted of twinkling lights in the distance and wrecking yards below; and he did not feel that the future residents of Hunters Point should be given any less consideration. He urged that the subject application be disapproved.

The Secretary called attention to a draft resolution which Mr. Compton claimed had been introduced to the Board of Supervisors at their meeting earlier in the week for adoption. The draft resolution called for endorsement of the proposed relocation of the automobile dismantling operations in the South Bayshore area, called upon appropriate City departments to take necessary actions, in cooperation with the residents, property owners, and industrial users, for the protection and enhancement of the quality of the neighborhood environment in the South Bayshore area, and a declaration of intention by the Board of Supervisors to take appropriate actions, as agreed upon by the above parties, to secure the stated objectives.

The Director stated that the proposed project would accommodate some of the members of an industry which had been required by the City to move; and he noted that the sale of automobile parts and unwanted motor vehicles are convenient services for the residents of the City. At the same time, he noted that the nature of a given industry in a large concentrated area can have a psychological or real detrimental effect on the future use of nearby land for both industrial and residential purposes. He observed that automobile wrecking yards can be particularly detrimental to adjacent neighborhoods if they are concentrated too heavily in one area. While the South Bayshore plan which had been prepared by the Department of City Planning had called for industrial use of the subject property, he felt that residents of the neighborhood had raised a valid issue when they had questioned whether the proposed project could be constructed as proposed without causing problems in the neighborhood; and, given the type of automobile wrecking activities which residents of the neighborhood had viewed in the past, he could understand why it had been easy for them to conclude that the proposed project could not be controlled in a satisfactory manner. He agreed that the entire project under consideration, covering four city blocks, would be much too large and would, in fact, cause many of the problems which had been anticipated by residents of the neighborhood. He noted, however, that the City Planning Commission had previously adopted a set of criteria for new automobile wrecking operations; and he was confident that the subject property could be developed in conformance with those criteria. Yet, since he was certain that the project as proposed would be too large, he was prepared to recommend approval of the application only as it pertained to the two blocks bounded by Hawes and Griffith Streets, Underwood and Wallace Avenues subject to 21 specific conditions which were contained in a draft resolution which he had prepared for consideration by the Commission. After reading and explaining the conditions, he recommended that the draft resolution be adopted.

President Newman asked if the conditions would be acceptable to the applicant. Mr. Anderson replied that the Automobile Dismantlers Association has 15 members, all of whom were present in the meeting room. He felt that most of the conditions would be acceptable; however, he asked that a 10 minute recess be granted to enable him to discuss the conditions with other members of the association.

Commissioner Finn felt that Condition No. 6 of the draft resolution should be amended to provide that plans for the paving of Van Dyke Avenue be approved

by the Department of Public Works as well as the Department of City Planning. He also suggested that Condition No. 17 of the draft resolution be amended to provide that the route to be followed by trucks conveying inoperable or dismantled vehicles through the adjacent industrial areas should be approved by the police Department as well as the Department of City Planning. The Director stated concurrence with the amendments which had been suggested by Commissioner Finn.

President Newman asked Mr. Brooks to meet with residents of the subject neighborhood during the recess to see if the conditions being proposed would be acceptable to them in any way.

At 4:20 p.m., President Newman announced a 10 minute recess. The Commission reconvened at 4:30 p.m. and proceeded with its consideration of the subject application.

Mr. Anderson stated that the members of the Automobile Dismantlers Association were disturbed by several of the conditions which were contained in the draft resolution which had been recommended by the Director to the Commission for adoption. Rather than have the project limited to two city blocks as specified in Condition No. 1 of the draft resolution, the dismantlers would prefer to obtain authorization to use all four of the blocks included in the application for dismantling activities as recommended in the resolution which had been adopted by the Board of Supervisors on Tuesday. While Condition No. 7 of the draft resolution would require that all ingress to and egress from the proposed wrecking yards should be on Van Dyke Avenue, the dismantlers felt that it would be necessary to use the rear gates to the lots to accommodate transports which would carry more than one vehicle since it would be extremely difficult to have the transports coming in from Van Dyke Avenue and backing up through the lots. Condition No. 14 of the draft resolution would prohibit stacking of automobiles on the lot. The dismantlers, however, felt that it would be economically impossible to operate unless they were allowed to stack vehicles at least two cars high; and, since the lots would be surrounded by a 10 foot fence with landscaping, they did not feel that stacking would detract from the appearance of the operation. Finally, the dismantlers were concerned about the wording of Condition No. 21 as contained in the draft resolution. Mr. Anderson indicated that the proposed project would be financed by the Small Business Administration on a 30 year basis; and, as a result, he felt that the wording of Condition No. 21 which would specify that the authorization would expire at the end of a five year period with a possibility for renewal at that time would be unacceptable. Therefore, instead of using the language being proposed by the Director, the dismantlers were proposing that the condition should be reworded to provide that the authorization would continue to be in effect beyond the five year period providing that all other conditions were being met at that time. With such language, the Federal Government, would have an interest at stake and would demand compliance with the Commission's conditions; and, since the Automobile Dismantlers Association would hold deed restrictions on the individual lots, it would be able to require compliance from the individual dismantlers who could otherwise be evicted.

in the Department of Defense, and in the Department of State. The five agencies are: the Department of Defense, the Department of State, the Department of Justice, the Department of Education, and the Department of Health, Education and Welfare. The five agencies are also the five agencies that are most likely to be involved in the development of a national policy on the environment. The five agencies are also the five agencies that are most likely to be involved in the development of a national policy on the environment.

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June 3, 1971

The Director stated that he would be disposed to recommend disapproval of the entire application rather than to change any of the conditions contained in the draft resolution. He was convinced that use of all four of the subject blocks for automobile wrecking activities would constitute too large a project for the neighborhood. If the rear gates of the lots were to be opened to accommodate transports, they would more than likely remain open for all vehicles. While the members of the Automobile Dismantlers Association objected to the condition which would prohibit stacking automobiles on the lot, he noted that a similar condition had been contained in the resolution which the Commission had adopted earlier in the afternoon approving the automobile dismantling yard at Napoleon Street and Evans Avenue; and the applicant in that instance had not objected to the condition. The condition requiring expiration of the authorization at the end of a five year period had been derived from the guidelines which had previously been established by the Commission for Conditional Use consideration of automobile wrecking yards; and he felt that such a condition would be necessary to enable the Commission to determine at that time whether the use is actually acceptable in the subject neighborhood.

Mr. Madison remarked that the U.S. Steel Building had been turned down because residents of Nob Hill had voiced objections to that project; and, since the people who would occupy the new housing being constructed on Hunters Point Ridge would not want to look down on ugly dismantling sheds, he felt that the subject application, also, should be disapproved.

Miss Stone again urged that the subject application be disapproved.

Commissioner Fleishhacker asked if the applicants would be unable to obtain financing for the project if the conditional use authorization were not granted for a period of 30 years. Mr. Anderson replied that it might be difficult to finance the project if a resolution were adopted by the Commission specifying that the authorization would automatically expire at the end of five years; and he felt that Condition No. 21 of the draft resolution should be reworded to provide that the authorization would continue beyond the five year period if the rest of the conditions have been met and if no complaints have been registered regarding the use.

Commissioner Fleishhacker remarked that it was unlikely that no complaints would be registered regarding the proposed use given the type of opposition which had been expressed by residents of the neighborhood.

Mr. Compton advised the Commission of the recent adoption of Public Law 91-190 which would prohibit any public agency from supporting a policy which would result in irreversible ecological damage. He stated that 200 unwanted automobiles are left on the streets of New York City each day; and, since 115 unwanted automobiles are left on the streets of San Francisco each day, the facts indicate that San Francisco must be proportionately more active than New York City in its removal activities.

After further discussion, Commissioner Finn moved adoption of the draft resolution as recommended by the Director for the purpose of discussion. The motion was seconded by Commissioner Fleishhacker.

Commissioner Rueda questioned the advisability of adopting a resolution containing conditions which were not acceptable to the applicant.

Commissioner Ritchie stated that he owns most of the land in one of the blocks adjacent to the subject property; and, as a result, he intended to abstain from voting on the proposal.

Commissioner Fleishhacker, noting that one of the alternatives available to the Commission was to adopt the draft resolution as recommended by the Director with conditions which the applicant claimed to be unacceptable, asked if other options were available. The Director stated that the applicant could appeal the conditions to the Board of Supervisors if the resolution were to be adopted by the Commission. The other options open to the Commission would be to change the conditions contained in the draft resolution or to disapprove the application in its entirety.

Commissioner Porter remarked that automobile dismantling activities are somewhat like public housing projects insofar as everyone is sympathetic to the need for such facilities but of the opinion that they should be located in someone's neighborhood. She felt that the residents of the South Bayshore area should requite the extent to which the City Planning Commission had been concerned about improvement of their neighborhood. However, the jobs which would be provided by the new industrial park in Butchertown are necessary; and she had understood that the problem of relocating the automobile dismantlers was the principle reason for the delays which had held up industrial park project. She asked Mr. Tolan if she were correct in her understanding. Mr. Tolan replied in the affirmative.

Commissioner Porter remarked that it would be useless to talk of the need for jobs in the City and then to take an action which would preclude industrial development. Therefore, she intended to vote for approval of the subject application with the conditions which had been recommended by the Director. Since she could not remember when so many conditions had been established for a conditional use, she was confident that the automobile dismantling activities would be controlled in such a way that they would not have any detrimental effect on the subject neighborhood.

Commissioner Rueda stated that he could not vote for the adoption of the draft resolution since the applicants had not been able to agree to the reasonable conditions which it contained. Furthermore, he did not feel that the subject property should be used for automobile wrecking activities for a period longer than five years.

Commissioner Finn agreed with Commissioner Rueda and indicated that he would vote against adoption of the draft resolution, also.

After the Declaration of Independence, the Continental Congress moved to Lancaster, Pennsylvania, in 1777. The British, under General Howe, had defeated the Continental Army at the Battle of Germantown on September 26, 1777. The British then moved on to Lancaster and then to York, where they arrived on October 3, 1777.

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June 3, 1971

President Newman stated that he had been a member of the small committee which conceived the Butchertown Industrial Park; however, he did not believe that automobile dismantling activities should be moved into a neighborhood which is trying to improve itself.

Commissioner Fleishhacker stated that he would vote in favor of the compromise which had been recommended by the Director; and he reminded the Commissioners who intended to vote against the resolution that they would still be faced with the responsibility for finding solutions to the problem of relocating the dismantlers from The Butchertown Industrial Park Project. He felt that it would be logical for the automobile dismantlers to continue their operations on the subject site until the value of the land increases and demands more intensive use of the property; however, he agreed with the Director that expiration of the authorization at the end of five years with a renewal clause would be appropriated.

Franklyn Lyons, representing the San Francisco Real Estate Board, advised the applicants that they would be allowed to return to the Commission with a modified application at anytime if they were to request that the subject application be withdrawn; however, if the subject application were to be disapproved by the Commission, it could not be refiled for a period of one year.

When the question was called, Commissioners Elliott, Fleishhacker and Porter voted "Aye;" Commissioners Finn, Newman, and Rueda voted "No." Commissioner Ritchie abstained from voting. Therefore, in accordance with the Rules and Regulations of the City Planning Commission which provide that "A tie vote on any matter before the City Planning Commission shall be deemed to be a disapproval thereof," Resolution No. 6720 was adopted and the subject application was disapproved.

CU71.27 - The block bounded by Everson and Digby Streets; and five lots on the southwest side of Everson opposite the southernmost portion of the block bounded by Everson and Digby Streets. Request for a Planned Unit Development for approximately 86 single-family dwelling units on individual lots having less than the minimum lot area and with less than the minimum lot width permitted under the City Planning Code; in R-1 and R-3 Districts.

The Secretary called attention to a letter which had been submitted by William C. Rosso, Director of Architecture and Urban Design for the San Francisco Redevelopment Agency, stating that a meeting had been held between representatives of the applicants and residents of the subject neighborhood on the evening of June 1, 1971; and, since a second meeting had been scheduled for June 8, 1971, to discuss possible alternatives or revisions to the current plans, all of the individuals present at the first meeting had agreed to request that hearing of the matter by the City Planning Commission be postponed until June 17, 1971.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), recommended that hearing of the subject application be postponed as requested.

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June 3, 1971

After discussion it was moved by Commissioner Fleishhacker, seconded by Commissioner Rueda, and carried unanimously that hearing of the subject application be postponed until the meeting of June 17, 1971.

CU71.26 - 2598 Geary Boulevard, northeast corner of Presidio Avenue.

Request for conversion of an existing automobile service station to an automatic automobile wash; in a C-2 District.

The Secretary called attention to a letter which had been received from Jerry N. Taylor, representative of the applicant, stating that his exhibits would not be ready for the presentation on June 3 and requesting that hearing of the subject application be postponed until the Commission's meeting of July 1, 1971.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administration), recommended that the postponement be granted as requested.

After discussion it was moved by Commissioner Rueda, seconded by Commissioner Porter, and carried unanimously that hearing of the subject application be postponed until the meeting of July 1, 1971.

CU71.25 - 51-65 Belcher Street, east line, 200 feet north of 14th Street.

Request for an automobile parking lot with 24 parking spaces to serve a Bank of America branch office proposed to be built on Church Street; in an R-4 District.

Thomas Feeney, Attorney for the Bank of America, the applicant, requested that hearing of the subject application be postponed for two weeks. He stated that the applicant had attempted to notify as many residents of the area as possible of the request of postponement.

Mr. Steele recommended that hearing of the subject application be postponed until the meeting of June 17, 1971.

After discussion it was moved by Commissioner Fleishhacker, seconded by Commissioner Porter, and carried unanimously that hearing of the subject application be postponed until the meeting of June 17, 1971.

ZM71.6 - 600 Third Avenue, southeast corner of Balboa Street.

R-4 to a C-1 District.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administration), referred to land use and zoning maps to describe the subject property which is presently occupied by a non-conforming use Richfield Gas Station which has a May 2, 1980, termination date. He stated that the applicant had requested reclassification of the property from R-4 to C-1 to allow operation of the subject service station beyond the presently scheduled termination date. Under either zoning classification, a maximum of 12 dwelling units would be permitted on the site under the provision of the City Planning Code; however, if the

property were reclassified to C-1, the property could be used for any of the neighborhood retail businesses allowed as principal permitted uses in a C-1 district.

President Newman advised the applicant that members of the Commission had taken a field trip to the subject site.

Donald Cahen, representing the applicant, stated that the subject site had been occupied by a gas station for nearly 40 years; and he indicated that the applicant had owned the property for 34 years. The applicant had decided that he wished to sell the property; however, he had found that no one was interested in buying a service station with a 1980 termination date. Therefore, he had requested that the property be reclassified. Mr. Cahen remarked that Balboa Street is a major traffic carrier and that it is developed to a large extent for commercial purposes; and he noted that the City Planning Commission had taken action last year to approve an application for reclassification of both sides of Balboa Street between Third and Fourth Avenues from residential to commercial use. Unfortunately, his client had been out of town at that time and had not been able to request that his property be reclassified with the others. Mr. Cahen believed that the existing gasoline service station on the site conforms precisely to the type of uses defined by the City Planning Code as being appropriate for C-1 Zoning Districts; and, since the service station provides a service for the surrounding neighborhood, he felt that the neighborhood should be allowed to have continued use of the facility. As noted in the resolution which had been adopted by the Commission last year, most of the properties in the immediate vicinity of the subject site are all ready developed with neighborhood commercial uses; and, thus, reclassification of the subject property to C-1 would not change the character of the area. In any case, he felt that the continued existence of the service station would be a more appropriate use for the site than would be a 12 unit apartment building.

No one else was present to speak in favor of or in opposition to the subject application.

The Director remarked that the subject lot is of a sub-standard size for efficient service station use; and he indicated that no public need for additional C-1 zoning in the area had been demonstrated by the applicant. He felt that reclassification of the property to C-1 would threaten the stability of existing residential and commercial districts in the immediate vicinity and would adversely affect the future potential of those areas. Therefore, he recommended that the subject application be disapproved.

Mr. Cahen stated that the existing gas station had been operated efficiently for the past 50 years in spite of the size of the lot; and he emphasized that the facility does provide a service for the neighborhood. He remarked that at least 80 percent of the properties located on Balboa Street between Second and Sixth Avenues are used for commercial purposes; and, in recognition of that

fact, the Commission had previously been willing to approve reclassification of the properties on both sides of Balboa Street between Third and Fourth Avenue. He urged that the subject application be approved.

After discussion, it was moved by Commissioner Finn, seconded by Commissioner Rueda, and carried unanimously that Resolution No. 6721 be adopted and that the subject application be disapproved.

ZM71.9 - 266 and 268 Eighth Avenue, east line, 175 feet north of Clement Street.
R-3 to an R-3.5 District.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), referred to land use and zoning maps to describe the subject properties. He indicated that the properties are presently occupied by three single family dwelling units, two being located on the northern lot 30 and one being located on the rear property line. Mr. Steele stated that residential development in the surrounding area is well below its R-3 and R-4 holding capacity, being predominantly one and two family with several three to eight unit buildings scattered throughout the subject block and the block immediately to the west. The applicant had requested reclassification of the subject property from R-3 to R-3.5 to allow for the construction of eleven dwelling units, one of which would be occupied by the owner. Mr. Steele indicated that multiple family dwellings are the principle permitted use in R-3 and R-3.5 zoning districts. The maximum permitted density is one dwelling unit for each 800 or 600 square feet of lot area, respectively, or major fraction thereof. Thus, under the existing R-3 zoning, the subject parcel could be developed with eight units, while eleven units would be authorized under the R-3.5 standards. The minimum permitted height for dwellings in both districts is 40 feet; and the rear yard requirement on both districts is 25 feet for interior lots. Likewise, the maximum permitted lot coverage in both districts is 65 percent.

Eugene McGuire, the applicant, stated that he had not been aware that the existing building would have to be torn down when he purchased the property; and he now wished to construct a home for himself on the site. However, in order to make the project economically feasible, he felt that he would have to build more than the eight units which would be permitted by the present R-3 zoning of the property. If the subject application were approved, he intended to construct ten two-bed room apartments and one four-bedroom apartment for his own use; and he felt that the building which would result would be much better looking than the one which he would be able to construct if the zoning of the property were not changed. He stated that he could not afford to spend money on petitions and fancy presentations; however, he had obtained a letter from John F. Selai, President of the Clement Street Merchants Association, expressing approval of the application and stating that the requested rezoning would be an asset to the neighborhood. In conclusion, he remarked that the four buildings across the street from the subject site are duplexes and not single family houses as had been indicated earlier by Mr. Steele.

Robert Dean, 268 Eighth Avenue, identified himself as one of Mr. McGuire's tenants. He stated that he and his wife had not known that they would have to move until he had seen notices of the Commission's hearing posted on light poles in the area. He stated that all of the buildings in the neighborhood are occupied by at least two families; and, because of the high tax rates in the City, he felt that Mr. McGuire should be allowed to construct a larger building on his property than would presently be permitted by the City Planning Code.

Mrs. Dean felt that any new building to be constructed on the subject property should conform with the existing zoning of the site; and she did not feel that the subject application should be approved. She also read and submitted a letter from Martin L. McIntire, Vice President of the Planning Association for the Richmond, requesting the Commission to delay action on the subject application so that the issue could be discussed by the Zoning Committee, the Residence Committee, and the general membership of PAR during their regular meeting on June 14. In conclusion, Mrs. Dean quoted from a speech which had been presented to the Chamber of Commerce on the previous day to the effect that building density affects the quality of life and that high density may have a long term detrimental effect on the quality of life.

The Secretary called attention to a letter which had been received from Mrs. Irene B. Anderson, 120 Seventh Avenue, in opposition to the subject application.

Mr. Steele remarked that the applicant had not demonstrated a public need or desirability to increase the density on the subject property; and, since the neighborhood is developed with one- and two-family dwellings and scattered small apartment buildings, he did not feel that construction of a medium-high density apartment building on the subject site would be appropriate. Furthermore, he indicated that approval of the subject application would result in spot zoning of doubtful legality. Therefore, he recommended that the application be disapproved.

After further discussion it was moved by Commissioner Fleishhacker and seconded by Commissioner Elliott that the application be disapproved.

Mr. McGuire remarked that the C-1 district along Clement Street could be developed to R-4 residential density; and he noted that the density of the R-3 zoning district had already been cut in half by previous City Planning Commission action. However, when action was taken by the Commission to reduce the density of the R-3 zoning district, an R-3.5 zoning district was established for use in certain special areas. Although the R-3.5 district had never been mapped, Mr. McGuire felt that the subject site would be an appropriate location for such zoning.

When the question was called, the Commission voted unanimously to adopt Resolution No. 6722 and to disapprove the subject application.

Franklyn Lyons, representing the San Francisco Real Estate Board, urged the Commission to instruct the staff of the Department of City Planning to begin mapping of the R-3.5 zoning district. The Director indicated that he would discuss the matter with his staff and with a committee of the Commission and report back to the full Commission at a later date.

CU71.28 - 273 Page Street, south line, 110 feet east of Laguna Street.
Request for conversion of a portion of an existing residential building to professional offices for attorneys; in an R-4 District.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), referred to land use and zoning maps to describe the subject property which is presently occupied by a two story, Victorian, single-family dwelling with a two-car garage at the rear of the lot fronting on Rose Street. He stated that the applicants had requested permission to convert the dwelling to a law office for three attorneys without making any alterations to the building. Approximately 884 square feet of the building would be devoted to office use; and the remainder of the dwelling would be used as a part-time residence by the attorneys.

Jerry Green, one of the applicants, stated that he and his partners had entered into an agreement to purchase the subject property contingent upon the Commission's approval of the Conditional Use application. He assured the Commission that the residential character of the building would be preserved; and he indicated that the attorneys might occasionally stay overnight in the building since all of them presently live outside of the City.

President Newman asked how the cost of the proposed office building would compare with the cost of office space downtown. Mr. Green replied that cost would be comparable; however, more space would be available.

The Secretary called attention to a letter which had been received from Hervy Luster, President of the Height Community Neighborhood Association, in support of the subject application.

No one was present to speak in opposition to the application.

Mr. Steele recommended that the application be approved subject to five specific conditions which were contained in a draft resolution which he had prepared for consideration by the Commission. After reviewing and commenting upon the conditions, he recommended that the draft resolution be adopted.

Mr. Green stated that the conditions which had been recommended by Mr. Steele would be acceptable.

After further discussion it was moved by Commissioner Porter, seconded by Commissioner Ritchie, and carried unanimously that the draft resolution be

Minutes of the Regular Meeting - 24 -

June 3, 1971

adopted as City Planning Commission Resolution No. 6723 and that the application be approved subject to the conditions contained in the draft resolution.

The meeting was adjourned at 5:45 p.m.

Respectfully submitted,

Lynn E. Pio

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SAN FRANCISCO
CITY PLANNING COMMISSION

Minutes of the Regular Meeting held June 10, 1971.

The City Planning Commission met pursuant to notice on Thursday, June 10, 1971, at 2:15 P.M. in the meeting room at 100 Larkin Street.

PRESENT: James J. Finn, Virgil Elliott, Mortimer Fleishhacker, Mrs. Charles B. Porter, John Ritchie and Hector E. Rueda, members of the City Planning Commission.

ABSENT: Walter S. Newman, President.

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; Edward I. Murphy, Assistant Director; R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator); Dennis Ryan, Planner III, Urban Design; Walter Stoll, Planner III; DeWayne Guyer, Planner III; James White, Planner II; and Lynn E. Pio, Secretary.

Donald Canter represented the San Francisco Examiner.

APPROVAL OF MINUTES

It was moved by Commissioner Porter, seconded by Commissioner Rueda, and carried unanimously that the minutes of the meetings of October 8, 1970 and May 6, 1971, be approved as submitted.

CURRENT MATTERS

Allan B. Jacobs, Director of Planning, advised the Commission that a field trip has been scheduled for next Thursday, June 17, at 1:00 P.M. to visit properties scheduled for consideration during the Zoning Hearing on July 1.

The Director reminded the Commission that a staff report on the feasibility of designating the Jackson Square area as an historic district will be presented at a joint meeting with the Landmarks Preservation Advisory Board on June 24 at 3:30 P.M.

The Director advised the Commission that a public hearing on the Urban Design Plan has been scheduled for Thursday evening, July 8, at 8:00 P.M. in Room 282. Additional evening hearings will be held on July 14 and July 21, if necessary. Following the hearings, the final recommendations of the staff will be presented to the Commission in late August.

The Director informed the Commission that the staff of the Department of City Planning is scheduled to present or discuss the Urban Design Plan at meetings

June 10, 1971

of various citizen groups during the next few weeks. He also advised the Commission that the Urban Design exhibit will be displayed in various branches of the Public Library.

The Director reported on the status of the work being done regarding the development of the Great Highway as a scenic parkway and distributed a memorandum which had been prepared to describe the concept being proposed. The Memorandum entitled "Ocean Beach Improvement Plan - Great Highway Scenic Roadway", is available in the files of the Department of City Planning.

R71.23 - Ames Alley, south of 21st Street, establishment of a 3-foot sidewalk on the east side for a distance of 61 feet.

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), stated that Ames Alley is a 15 foot wide dedicated alley extending from 21st to 23rd Streets and running parallel to and between Guerrero and Fair Oaks Streets. Its main purpose is to serve parking spaces and garages in the rear of the dwellings which face on the main street; and, therefore, there are no sidewalks along the alley. Traffic is limited to one-way south-bound in the block south of 21st Street; and large service vehicles, such as garbage trucks, occasionally scrape the side of the dwelling at 3415 21st Street as they turn the corner. The Department of Public Works had suggested that a three-foot wide sidewalk be constructed to serve as a means of keeping trucks away from the building. The remaining 12 foot roadway would be adequate to serve all vehicles using the alley; and the staff of the Department of City Planning was prepared to recommend that the east side of Ames Alley for a distance of 61 feet south of 21st Street be approved as in conformity with the Master Plan.

Commissioner Fleishhacker questioned whether construction of the proposed sidewalk would actually be effective as a means of keeping trucks away from the building on the corner. Mr. Steele acknowledged that the ultimate solution would probably be to reconstruct the street; however, that would involve considerably more cost than the proposed project.

After further discussion it was moved by Commissioner Porter, seconded by Commissioner Finn, and carried unanimously that the Director be authorized to report that the establishment of a three foot sidewalk on the east side of Ames Alley for a distance of 61 feet is in conformity with the Master Plan.

Presentation by BART of Rapid Transit Extension to San Francisco International Airport

Keith Bernard, ACCESS Project Co-ordinator, Eugene Altshuler, Project Director for the Consultants, and William Lathrop of the Consultant's staff presented a status report on the project and responded to questions raised by members of the Commission.

The meeting was adjourned at 3:40 P.M.

Respectfully submitted,

Lynn E. Pio
Secretary

DIRECTOR'S COPY

SAN FRANCISCO
CITY PLANNING COMMISSION

Minutes of the Regular Meeting held Thursday, June 17, 1971.

The City Planning Commission met pursuant to notice on Thursday, June 17, 1971, at 1:00 P.M. at 100 Larkin Street.

PRESENT: Walter S. Newman, President; John D. Crowley, Mortimer Fleishhacker, Thomas J. Mellon, Mrs. Charles B. Porter, John Ritchie and Hector E. Rueda, members of the City Planning Commission.

ABSENT: None

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator); Robert Passmore, Planner V (Zoning); Ralph Mead, Planner IV (Zoning); Edward Michael, Planner III; Alan Lubliner, Planner I; and Lynn E. Pio, Secretary.

Donald Canter represented the San Francisco Examiner; Ralph Craib represented the San Francisco Chronicle.

1:00 P.M. Field Trip

Members of the Commission and staff departed from 100 Larkin Street at 1:00 P.M. to take a field trip to properties which will be considered during the Zoning Hearing on July 1, 1971.

2:00 P.M. Room 282 - City Hall

APPROVAL OF MINUTES

It was moved by Commissioner Fleishhacker, seconded by Commissioner Porter, and carried unanimously that the minutes of the meetings of October 15, 1970, and May 13, 1971, be approved as submitted.

CURRENT MATTERS

Allan B. Jacobs, Director of Planning, reported that he had received a letter from Gerson Bakar, developer of the proposed turnkey housing project at 31st Avenue and Geary Boulevard, advising that it appeared to be feasible to redesign the project as a four story wood frame building with a height twenty feet less than the original proposal. Mr. Bakar also indicated that he would continue to review elements of the proposed building with the staff of the Department of City Planning.

The Director informed the Commission that James Frankel and Lillian Sing had resigned from the Chinatown Citizen's Advisory Committee for personal reasons.

6/17/71

Mr. Frankel has been replaced by Michael Fischer, Associate Director of SPUR; and the Chinatown Newcomers Service will be asked to recommend a replacement for Mrs. Sing.

The Director advised the Commission that the staff of the Department of City Planning has begun to meet with the staff of the Port Commission to review all plans for the waterfront as requested by the Board of Supervisors.

The Director informed the Commission that he had taped four five-minute spots on the subject of the Urban Design Plan for Television Station KPIX. They will be shown on June 21 & 22 at 7:25 A.M. and 7:55 A.M. on the Helen Bentley Show.

Consideration of proposed resolution for Certificate of Merit for firehouse facade, Friendship Village, on the South side of McAllister Street between Webster & Buchanan Streets.

Ralph A. Mead, Planner IV (Zoning), stated that the staff of the Redevelopment Agency and the sponsor, architect, and contractor of Friendship Village had cooperated to re-erect the facade of a firehouse which had been constructed in 1876 as an ornamental entrance to the new apartments occupying the block where the firehouse stood for 85 years; and the Landmarks Preservation Advisory Board had voted to recommend that the reconstructed facade be recognized as a structure of historic and estic merit under the City Planning Code by issuance of a Certificate of Merit.

James Vann, representing the Redevelopment Agency, showed photographic slides of the original firehouse building and of the reconstructed facade.

No one else was present to speak in favor of or in opposition to the Certificate of Merit.

The Director recommended that the Commission adopt a resolution authorizing the issuance of a Certificate of Merit for the reconstructed firehouse facade.

After discussion it was moved by Commissioner Rueda, seconded by Commissioner Mellon, and carried unanimously that Resolution No. 6724 be adopted and that issuance of a Certificate of Merit for the reconstructed firehouse facade be authorized.

LM71.1 - Consideration of proposal to designate the Cable Car Barn & Powerhouse, northwest corner of Mason & Washington Streets, as a Landmark.

Ralph A. Mead, Planner IV, - Zoning, summarized the historical and architectural attributes of the subject building and indicated that the Public Utilities Commission had adopted a resolution endorsing designation of the structure as a Landmark.

No one else was present to speak in favor of or in opposition to the proposal for designation of the building as a Landmark.

6/17/71

The Director recommended that the proposal for designation of the building as a Landmark be approved.

After discussion it was moved by Commissioner Mellon, seconded by Commissioner Porter, and carried unanimously that Resolution No. 6725 be adopted and that the proposal to designate the Cable Car Barn and Powerhouse as a Landmark be approved.

LM71.2 - Consideration of proposal to designate the Donaldina Cameron house, northeast corner of Sacramento & Joyce Streets, as a Landmark.

Ralph A. Mead, Planner IV (Zoning), described the historical associations connected with the subject building which had prompted the Landmarks Preservation Advisory Board to recommend that the Donaldina Cameron house be designated as a Landmark.

Commissioner Porter stated that she had been present at the meeting of the Landmarks Preservation Advisory Board when discussion had taken place regarding the subject building; and she indicated that the members of that Board had considered the building to be of great historic importance. Under the circumstances, she felt that the proposed designation of the building as a Landmark should be approved by the City Planning Commission.

The Director remarked that the subject building more than likely does meet the criteria established for selection of Landmarks; however, since he had not sufficient opportunity to review the matter personally, he recommended that action on the proposal be deferred until the meeting of July 1, 1971.

Commissioner Fleishhacker, noting that the building, which was constructed in 1907, is not distinguished by its architecture, stated that he wished to have a fuller explanation of the building's qualifications for Landmark status before voting on the proposal.

Commissioner Porter stated that a building may be designated as a Landmark for historical rather than architectural reasons.

After further discussion it was moved by Commissioner Mellon, and seconded by Commissioner Rueda that the matter be taken under advisement until the meeting of July 1, 1971.

Dr. Richman of the Donaldina Cameron house stated that he would not be able to be present at the Commission's meeting on July 1; however, he wished the Commission to know that his organization was in favor of the proposed designation.

When the question was called, the Commission voted unanimously to take the matter under advisement until the meeting of July 1, 1971.

LM71.3 - Consideration of the proposal to designate the Dennis T. Sullivan memorial Fire Chief's Home, North side of Bush Street East of Taylor Street, as a Landmark.

6/17/71

Ralph A. Mead, Planner IV - Zoning, described the historical, architectural and aesthetic details of the subject building which had been cited by the Landmarks Preservation Advisory Board in recommending that the building be designated as a Landmark.

Chief Keith Calden, representing the Fire Department, spoke in favor of the proposal to designate the building as a Landmark.

The Director recommended that the proposal for designation of the building as a Landmark be approved.

After discussion it was moved by Commissioner Porter, seconded by Commissioner Mellon, and carried unanimously that Resolution No. 6726 be adopted and that the proposal to designate the Dennis T. Sullivan Memorial Fire Chief's Home as a Landmark be approved.

CU71.27 - The block bounded by Everson & Digby Streets; and five lots on the southwest side of Everson St. opposite the southernmost portion of the block bounded by Everson & Digby Streets. Request for a Planned Unit Development for approximately 86 single-family dwelling units on individual lots having less than the minimum lot area and with less than the minimum lot width permitted under the City Planning Code; in R-1 and R-3 Districts. (Postponed from the meeting of June 1, 1971).

Allan B. Jacobs, Director of Planning, stated that the San Francisco Redevelopment Agency had requested further postponement of the subject application. He recommended that the matter be rescheduled for hearing on July 1, 1971.

After discussion it was moved by Commissioner Rueda, seconded by Commissioner Mellon, and carried unanimously that hearing of the subject application be postponed until the Meeting of July 1, 1971.

CU71.25 - 51-65 Belcher Street, east line, 200 feet north of 14th Street. Request for an automobile parking lot with 24 parking spaces to serve a Bank of America branch office proposed to be built on Church Street, in an R-4 District. (Postponed from Meeting of June 1, 1971).

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), referred to land use and zoning maps to describe the subject property which consists of three lots with a total area of 10,603 square feet. The lots are presently occupied by a total of 9 dwelling units. The applicant proposed to demolish the existing buildings and to construct a parking lot with 24 parking spaces to serve a Bank of America branch office which is to be constructed on commercially-zoned property fronting on Church Street.

Thomas Feeney, attorney for Commercial Real Estate Service, a firm which handles real estate transactions for the Bank of America, stated that fact sheets concerning the proposed project had already been mailed to members of the Commission. The proposal would involve construction of a pedestrian bank with

6/17/71

drive-in facilities on Church Street with a customer parking lot to the rear on the three lots presently under consideration. He noted that the Commission had previously acted in 1967 to reclassify the properties on Church Street from Residential to Commercial zoning; and, as a result, it was obvious that the Commission had felt that commercial activities would be appropriate in that area which lies near the Municipal Railway transit station which will be at the intersection of 14th and Market Streets. He stated that the proposed project had been presented to the staff of the Department of City Planning approximately six months ago; and he indicated that some excellent suggestions had resulted from that meeting. Subsequently, the fact sheets concerning the project had been sent to interested property owners, tenants, and neighborhood organizations and had resulted in a warm response.

Mr. Feeney stated that original plans for the drive-in bank had shown an automobile entrance to the bank from Church Street and the only exit onto Belcher Street; however, the plans had since been revised to reflect a U-shaped pattern for drive-in customers who would both enter and leave by way of Church Street, making right hand turns each time. In designing the proposed project, the applicant's architect had given special consideration to the effect which the proposed project would have on St. Francis Lutheran Church, a Landmark Building which occupies adjacent property. The parking lot, which would provide better service for customers of the bank, would be beautifully landscaped and would constitute the only open space in an otherwise dense area. While original parking lot plans had called for both access and egress at Belcher Street, the revised plan indicated that Belcher Street would be used for egress purposes only.

Mr. Feeney, advised the Commission that letters had been received from at least 90% of owners of property within a three-hundred foot radius of the subject site consenting to the proposed project and he indicated that the properties owned by individuals favoring the proposal were shown in green on a map which was posted on the wall of the meeting room. Other owners of property in the area had not responded. He called particular attention to a letter which had been received from Rev. J. Carlton Jenkins of the St. Bula Church in God in Christ, 435 Duboce Avenue, stating that he had informed his congregation of the project being proposed and had received favorable responses.

Mr. Feeney realized that some objections had been raised to the project because of parking congestion in the area, because of the possibility the traffic generated by the bank might conflict with Municipal Railway vehicles, or because existing residential buildings would have to be removed to make way for the parking lot; however, he felt that the Commission should have taken those factors into consideration when it rezoned the properties along Church Street to C-2 in 1967. He recognized that Municipal Railway traffic would be rerouted in the area in the near future; and, as a result, vehicles would probably be prohibited from parking on Church Street, therefore, he felt the need for off-street parking spaces should be obvious. A drive-in bank had been proposed rather than one exclusively for pedestrians since it had been determined that solely a pedestrian bank would not be feasible. While he regretted that the proposed project would result in the removal of existing residential buildings, he noted that the

6/17/71

buildings are old and delapidated; and he indicated that the Bank of America would do everything possible to assist present tenants of the building to find comparable housing elsewhere. In conclusion, he stated that the Bank of America had also acquired a 10 year option on the property immediately south of the three subject lots, which is presently occupied by a non-conforming furniture repair shop.

Henry R. Kangas, Pastor of the St. Francis Lutheran Church, advised the Commission that both his parish and the Noe-Henry United Community Association were in favor of the proposed project; and, as indicated by Mr. Feeney, the proposal obviously had support of owners of property in the immediate vicinity. He stated that there are presently no banking facilities in the Duboce Triangle; and he felt that the 7,000 people who live in the area would appreciate having a modern banking facility located across the street from the huge Safeway Store where most of them do their shopping. He stated that parking congestion is a problem in the neighborhood at the present time; and he felt that the parking lot being proposed by the Bank of America would be both desirable and necessary.

Lorraine Lar, 765-9 - 14th Street, stated that she intended to remodel her property beyond the requirement of the FACE program; and she pointed out that the FACE program itself is supposed to upgrade the neighborhood. She stated that Belcher Street is an awful mess at the present time; and she felt that any reasonable facsimile of the parking lot depicted on the sketch which had been displayed on the wall of the meeting room would be an improvement for the area. In addition, construction of the proposed bank would probably attract other responsible business to the area.

Eugene Mayo, President of the Market-Castro-Duboce Property Owners Association, stated that the members of his organization had voted overwhelmingly in favor of the proposed project with two reservations. Those reservations were that no high-rise buildings should be constructed on the site and that Belcher Street should not become a one-way street. He felt that construction of the project shown in the sketches which had been prepared by the Bank of America would upgrade the subject neighborhood; and he remarked that the FACE program would not be very effective without such improvements in the area. In response to a question raised by President Newman, Mr. Mayo stated that the membership of his organization consists of 100 property owners and a great number of tenants.

Helen Oliver, owner of property in the subject neighborhood, remarked that the area had lost most of its former quality; and, if the project being proposed by the Bank of America were compared with the existing development on the site, she did not understand how anyone could doubt that the bank would serve to improve the neighborhood. She also questioned why Belcher Street has been developed with an extremely narrow roadway and wide sidewalks.

Arthur Middleton, Executive Secretary of the Upper Market Planning Association, Inc. stated that a majority of the members of the Board of Directors of his organization had taken the position that construction of the bank would be desirable and would outweigh the patent disadvantages of increased traffic and loss of housing on Belcher Street. They hoped that the bank would act on various

6/17/71

suggestions which they had offered and which would result in greater orientation to pedestrians and increased community amenity; however, they felt that total rejection of the project by the Community would act as a blight on further much needed development in the area.

Angelo Campana, owner of a real estate firm at 2122 Market Street, remarked that huge traffic jams would inevitably result on Church Street if the proposed facility were to be constructed without proper access and egress and without a sufficient number of off-street parking spaces. Because all the people in the area seemed to be in favor of the project, he felt that it should be approved as proposed.

Mr. Feeney stated that Alvin Mattila, President of the Noe-Henry United Community Association, had authorized him to advise the Commission that his association, also, supported the proposed project.

President Newman asked for a show of hands of individuals who were present in the audience in support of the subject application. A great number of people responded.

Peter Medelsohn, representing TOUR and the National Housing Coalition, stated that he had no objection to construction of a bank on the property fronting on Church Street; however, he did object to the removal of existing residential buildings for the proposed parking lot. If the project were to be approved, he felt that the Bank of America should be compelled to construct new low- or moderate-cost housing over the parking lot. In fact, he felt no parking lot should be allowed in the future unless housing is developed above such facilities.

Anthony Perles, 4333 20th Street, pointed out that another branch of the Bank of America is located three blocks away at the intersection of 17th and Market Streets. He stated that he did not object to construction of the proposed bank building per se; however, he did object to the open parking lot which was being proposed. He believed that a drive-in banking facility would encourage traffic which would interfere with other traffic in the area, including Municipal Railway vehicles; and he felt that it would be better if the Bank of America were to give consideration to the construction of a professional office building, including a bank, on the Church Street property rather than the suburban-type facility presently under consideration.

I.A. Russell, representing the absentee owner of property located at 45 Belcher Street, stated that the tenants of this well-maintained two-flat building which occupies property immediately adjacent to the subject site would be most effected by the proposed development. Although other branches of the Bank of America are conveniently located at Market Street and Van Ness Avenue and at 17th and Market Streets, he did not object to construction of a bank on the commercially-zoned property fronting on Church Street; however, use of the property fronting on Belcher Street for a parking lot would bring additional noise to the area and would destroy the privacy presently enjoyed in the garden of the adjacent building. Furthermore, the parking lot would not add to the economic value of the adjacent property. In conclusion, he stated he objected to the removal of the residential buildings presently occupying the subject property.

6/17/71

Gary Marsh, 245 Corbett Avenue, represented San Francisco Tomorrow and read portions of a letter which had been signed by Norman Rolfe, Chairman of the Transportation Committee of San Francisco Tomorrow, as follows:

"We are opposed to the proposed Bank of America "drive-thru" facility on Church Street because we simply do not feel that such an automobile-oriented facility belongs at a crucial junction of two important transit streets. This position assumes, of course, that the Bank of America has made no significant modifications to its original plans.

"Our primary concern here is not with the idea of a "drive-thru" bank facility, but with the idea of locating an automobile attracting facility in a place where it would worsen an already bad traffic congestion problem, and hinder future Municipal Railway operations. It appears to us that another more suitable site for the proposed branch could be found in the general vicinity, where the large number of automobiles it is expected to draw could be accommodated without conflicting with the steady and large flow of Municipal Railway vehicles.....

"We are certain that the staff of the Planning Department knows full well that the success of the "muni-metro" now being constructed depends entirely on reliable street car operation on the surface legs of the system. The Commissioners should know full well, too, that the people of the city of San Francisco will have invested close to \$200 million in our new subway system. This is not to mention, of course, the annual muni deficit of over \$20 million, 72% of which represents carmen's wages. It is needless to add that a muni operator earns just as much sitting in a traffic jam - along with all of his passengers - as when he is running on an unimpeded right-of-way generating revenue and providing fast service to the public....."

In conclusion, Mr. Marsh stated that his organization strongly recommended that an exclusive right-of-way for the Municipal Railway be reserved on Church Street regardless of whether the proposed banking facility is constructed.

Edgar Gerf, a member of the Eureka Valley Promotion Association, advised the Commission that his organization had gone on record in opposition to the proposed project; and he called attention to a petition which had been signed by 21 residents of Belcher Street in opposition to the proposal. He noted that all of the buildings on Belcher Street, with the exception of one commercial building and one church, are residential in character; and he felt that the residential character of the street should be preserved. He objected to the removal of 20 dwelling units to make way for the proposed bank and parking lot; and he suggested that any parking required for the bank should be provided in an underground garage.

The Secretary called attention to letters which had been received from Mrs. Norin Huggins, Don Helm, and the Buena Vista Association in opposition to the subject application.

6/17/71

President Newman read a petition which had been signed by 21 residents of the Duboce Triangle in opposition to the subject application, as follows:

"We, the undersigned residents of Duboce Triangle, that area bounded by Market Street, Castro Street, and Duboce Avenue, wish to register our opposition to the proposal by the Bank of America to construct a parking lot in a residential zone on Belcher Street. Construction of such a parking lot in connection with a drive-in banking business would involve an intolerable intrusion of a commercial use and excessive traffic into an all residential neighborhood. We believe this proposal to be in conflict with policies of the City with regard to preservation of the housing supply and control of traffic, as well as with the purposes of the FACE program which is now going on. While we do not oppose the construction of a bank on Church Street, we do object allowing that bank to go through to a residential street and encouragement (sic) to traffic through the neighborhood.

The Director recommended that the subject application be disapproved. He stated that construction of the proposed parking lot would constitute an intrusion into an area which is otherwise completely residential in character; and he noted that the only other commercial operation presently existing on Belcher Street is a non-conforming use which is scheduled for termination in 1980. The proposed parking lot would introduce commercial traffic onto an inadequate street which provides only a 14 foot roadway with two moving lanes of traffic. Furthermore, the parking lot being proposed appeared to be twice as large as needed to be to fulfill the requirements of the City Planning Code for off-street parking for the proposed bank building. He noted that the publicly subsidized FACE program will require the improvement of all residential properties on Belcher Street; and, since the existing housing is scheduled for improvement, he did not feel that it would be appropriate to burden the neighborhood with a commercial parking lot. The parking lot would require the removal of 9 dwelling units, and it would reduce the amount of land available for new housing. The Director also remarked that the City and BART are in the process of making major transit improvements in the area; and Church Street in the subject block, narrow as it is, will become basically a transit-oriented street. As a result, no left turns will be permitted onto or off the street at either end. In short, a very difficult traffic situation can be expected to develop on Church Street; and, under the circumstances, he felt that construction of a drive-in facility fronting on the street would be inappropriate. Especially in view of the proximity of the new transit station on Market Street, he felt that the Church Street property should be used for a building containing small mixed neighborhood-oriented stores at the street level with housing above. In conclusion, he recommended adoption of a draft resolution which he had prepared for disapproval of the subject application.

Mr. Feeney felt that it was paradoxical that both the City Planning Commission and the Board of Supervisors had taken action 3½ years ago to change the zoning along Church Street from R-4 to C-2 in order to encourage commercial development adjacent to the proposed transit station without attempting to solve the problem of where the off-street parking required for the new commercial uses would be located. He stated that the proposed bank building would contain approximately

6/17/71

8,500 square feet of office space; and, therefore, all of the parking spaces being proposed would be required to fulfill the off-street requirements of the City Planning Code. Since the bank floor area calculation of approximately 6,000 square feet made by the staff of the Department of City Planning did not appear to agree with those of the Bank of America, he felt that it was possible that the staff had neglected to consider the mezzanine of the proposed building in figuring the number of parking spaces which would be required. The Bank of America was cognizant of the fact that traffic congestion will increase on Church Street in the future; and, as a result, it was willing to face its responsibility and to provide off-street parking to relieve congestion in the area. However, in order to avoid interference with traffic on Church Street during the period of time that the new transit station is under construction, the Bank of America would be willing to agree to defer the drive-in aspect of the proposed facility for three to five years or until the transit station is completed.

Commissioner Mellon asked if the Bank of America would be able to defer construction of the proposed parking lot, also. Mr. Feeney replied in the negative, indicating that the bank would not be able to function without the parking lot.

Commissioner Ritchie inquired about the size of the site and the size and cost of the proposed building. Mr. Feeney and his associates replied that the site contains approximately 21,000 square feet of lot area. The proposed building will contain possibly 8,600 square feet of space, 6,000 square feet which will be at ground level. The cost of the building will be approximately \$400,000.

Commissioner Ritchie remarked that Belcher Street is somewhat run-down at the present time; and he felt that the project being proposed would improve the appearance of the neighborhood and would encourage further new development in the area in the future. Especially in view of the cooperative approach which had been taken by the Bank of America, he felt that construction of the facility would definitely be an asset for the neighborhood.

Commissioner Porter asked if off-street parking spaces would be required for any commercial buildings which might be constructed on Church Street. The Director replied that the parking requirements of the City Planning Code would depend on the circumstances relative to any given situation. If the proposed bank had not exceeded 5,000 square feet of floor area, no off-street parking would have been required for the facility.

Mr. Steele stated that the staff of the Department of City Planning had not received any actual building plans from the applicant; and, judging from the site plan which had been submitted, it seemed that the building would contain only 6,000 square feet of space. On that basis, only one half of the number of parking spaces being proposed would have been required.

Commissioner Fleishhacker asked how the required parking spaces could be provided if the subject application were to be disapproved. The Director replied that the only solution under those circumstances would be to construct a different type of facility on the Church Street property. He stated that the drive-in

6/17/71

nature of the proposed use would conflict with transit traffic on Church Street in the future; and, since similar development of any other properties on the street would have the same effect, the staff of the Department of City Planning would be prepared to recommend standards for development for all properties along the street.

Commissioner Mellon felt that the proposed use would not have a serious effect on Church Street traffic since left turns will not be permitted on the street in the future.

Commissioner Rueda asked if the applicant would be permitted to construct a drive-in facility on the Church Street property even if the conditional use application for a parking lot on the Belcher Street properties were to be disapproved. The Director replied in the affirmative. He indicated, however, that the Commission would have the authority to disapprove a drive-in use under its power of discretionary review.

Commissioner Mellon felt that the proposed parking lot would be desirable since it would help reduce parking congestion in the area. The Director replied that he had understood that the employees of the bank would not be allowed to use the parking lot; and, as a result of the fact that they would be parking on the street, he questioned whether the parking lot would, in fact, reduce parking congestion in the area.

Commissioner Mellon remarked that one of the advantages of the drive-in nature of the use would be that customers of the bank would not have to park in the area.

Commissioner Ritchie emphasized that a large percentage of the site would remain open since the proposed building would occupy only 6,000 square feet of the 21,000 square feet of land available; and he noted that all of the drive-ways needed to serve the bank would be located on the site itself. He stated that he was in favor of the proposed development, and he moved that it be approved. The motion was seconded by Commissioner Mellon.

The Director expressed hope that the Commission would not vote to approve the application without establishing specific conditions relating to such things as: (1) the elimination of lot 77 from the project because it is occupied by a sound three year old building and is not needed to meet the off-street requirements of the City Planning Code, (2) establishment of limits for the width of driveways on the site, (3) installation and maintenance of landscaping, (4) limitations on the number and size of signs, (5) postponement of the drive-in bank operations until the new transit station is completed, and (6) a requirement for a review of the final plans by the staff of the Department of City Planning.

Commissioner Ritchie felt that most of the concerns which had been mentioned by the Director had already been met in the plans which had been submitted by the applicant. He indicated, however, that he would be willing to amend his motion to specify that the applicant should continue to work with the staff

6/17/71

of the Department of City Planning in the preparation of plans for attractive landscaping and signs on the site.

The Director suggested that the Commission might wish to indicate its approval of the application in principle at the present time subject to specific conditions which could be drafted by the staff of the Department of City Planning and approved by the Commission at a subsequent meeting.

Commissioner Porter felt that the proposed parking, if properly designed and landscaped, would be advantageous to the neighborhood since additional parking, as well as additional open space, are always needed in residential areas.

Commissioner Rueda remarked that Belcher Street might have to carry additional traffic in the future if Church Street is to become transit oriented; and, under the circumstances, he felt that it might be desirable to request that the Department of Public Works consider narrowing the sidewalks on the street. The Director replied that such a project might benefit the flow of traffic on the streets; however, it would ruin the street as a place to live.

Commissioner Fleishhacker asked if it would not be possible to provide 12 additional parking spaces on the Church Street portion of the site in the area presently designated for a driveway if the subject application were to be disapproved. The Director replied in the affirmative.

Commissioner Mellon stated that he would be willing to consider the adoption of conditions relating to installation of landscaping and signs on the site; however, since use of the property on Belcher Street seemed to be a vital part of the project, he felt that the application should be approved.

Commissioner Crowley felt that it was important that the applicant should agree that no left turns would be permitted from Church Street into the bank's driveway. Mr. Feeney agreed to such a condition and remarked that a center strip may be installed on Church Street in any case.

Commissioner Fleishhacker stated that he intended to support the staff of the Department of City Planning and to vote for disapproval of the application. He remarked that the question before the Commission was whether the parking lot should be allowed on residentially zoned property; and he felt that the applicant should have made plans to locate the required parking spaces on commercially zoned property fronting along Church Street.

Commissioner Porter noted that the Commission had previously approved use of residential properties for commercial parking lots on a number of occasions; and she remarked that many of the residential neighborhoods had not been as dilapidated as Belcher Street.

Commissioner Mellon stated that he would not have voted for approval of the application if the owners of properties on the street had indicated their opposition to the proposed project; however, a great majority of the owners of property on the street had endorsed the proposal.

6/17/71

After further discussion, the question was called and the Commission voted 5-2 to adopt Resolution No. 6727 and to approve the application in principle subject to specific conditions to be drafted by the staff of the Department of City Planning and reviewed by the Commission at a later date. Commissioners Crowley, Mellon, Porter, Ritchie and Rueda voted "Aye"; Commissioners Fleishhacker and Newman voted "No."

Subsequently it was moved by Commissioner Fleishhacker, seconded by Commissioner Mellon, and carried unanimously that the staff of the Department of City Planning be requested to bring specific conditions before the Commission for review and approval in two weeks.

At 4:10 P.M. President Newman announced a 10 minute recess. The Commission reconvened at 4:20 P.M. and proceeded with hearing of the remainder of the agenda. Commissioner Crowley was absent from the meeting room for the remainder of the meeting.

Public Meeting to hear comments on the staff of the Department of City Planning's report on Recreation Sites in the Central Waterfront.

Allan B. Jacobs, Director of Planning, noted that the staff report on Recreation Sites in the Central Waterfront had been presented to the Commission during its meeting on May 27, 1971. Subsequently, more than 150 copies of the report had been distributed to members of the public. Also, during the interim, a revised report had been received from the Potrero Hill Residents and Home Owners Council; however, relatively few changes had been made in the original recommendations which had come from that organization. After receiving remarks from the public during the present hearing, the staff of the Department of City Planning would review the proposals again and make its final recommendations to the City Planning Commission on July 1, 1971.

Mrs. Mary Hutchinson read and submitted a letter which had been prepared by Irwin Luckman, President for People for Open Space, as follows:

"We have reviewed the Potrero Hill Residents and Homeowners Council Waterfront Proposals; the San Francisco Port's Public Access Study; the Waterfront Plan of BCDC and last but not least, the excellent analysis by the staff of the Planning Department of Recreational Sites on the Central Waterfront . . .

"All four of these suggestive surveys point in one direction, -- to the valuable recreational potential of this shoreline for access and pleasurable use of our Bay. Our response is most enthusiastic!

"We are in no position to evaluate in detail the possibilities presented but we are impressed with the distinct advantages of the Central Basin area for future development of one kind or another. We support the recommendation that this area be immediately reserved for public recreation and access to the Bay . . .

6/17/71

"We are interested in the possibility of multiple-use of covered holding basins that are now under consideration by the Department of Public Works to up-grade water quality in the Bay. We hope this becomes a reality.

"We find the idea of a recreational ferry most exciting and, of course, approve of launching ramps, a marina, - however small, - waterside greens for strolling, viewing, picnicking, fishing . . . In particular, we agree with all the studies, that everything possible should be done to preserve the warm water fishing cove adjacent to the PG&E steam plant. Certainly the extension of Pier 72 when constructed should be restricted so as not to jeopardize this unique recreational asset.

"We commend all the agencies and citizens involved in this creative approach to the public use of the Central Waterfront, There is nothing more heartening than reclaiming an unsightly, ugly area and substituting human happiness and well being! We support you all the way!"

Michael Fisher, Associate Director of the San Francisco Planning and Urban Renewal Association, stated that the working committee of his organization concerned with the Central Waterfront had not yet been able to make an on-site analysis of the proposals contained in the staff report; however, they had been heartened by the approach taken by the staff of the Department of City Planning and felt that they could offer their general approval of the report. Mr. Fisher noted, however, that neither the report of the Department of City Planning nor the report of the Port Commission had considered the cost of the proposed projects or assigned responsibility to any public agency for implementing any of the recommendations contained in the reports; and he felt that some attention should be given to those factors.

Anthony Perles summarized and submitted a letter which had been prepared by Charles Quantz, President of San Francisco Tomorrow. The letter indicated that the report of the staff of the Department of City Planning had been favorably received by San Francisco Tomorrow; however, a strong suggestion was made that the Department of City Planning should also be responsible for recommending a method of implementation based upon an evaluation of alternatives available with a full knowledge of costs, funding, and action agencies or departments capable of the activity. In conclusion, the letter stated that many people might be pleased temporarily by adoption of the concepts expressed in the staff report; however, their pleasure would soon diminish if the concepts were not executed.

Commissioner Fleishhacker asked if San Francisco Tomorrow could offer suggestions for implementation of any of the concepts proposed in the report. Mr. Perles replied that the organization has a committee which would probably be willing to do whatever it can to assist the staff of the Department of City Planning with specific suggestions.

6/17/71

Alvin H. Baum, Jr., Deputy Director of the San Francisco Bay Conservation and Development Commission, read and submitted comments which had been formulated by the staff of his agency emphasizing that his Commission had not yet had an opportunity to review the matter. His statement read, in part, as follows:

"1. Introduction

Your memorandum and the Port's concurrent Draft Phase I Study make it very clear that whatever the maritime future of and needs along the Central Waterfront, there are numerous opportunities for developing public access and public recreation along the shoreline, both permanent and temporary. Our acceptance of the concept of "temporary" public access facilities does not imply either acceptance or rejection of the proposals for additional filling for maritime uses mentioned in your staff's work and in the Port's Draft Phase I Study. Decision on the future of these proposals will in due course be made by the City agencies and by our Commission, but, as your staff's Memorandum points out, the Port's schedule puts them sufficiently far off in any event so that much can be opened to the public in the meantime even if they are built as now scheduled.

"2. Marking the Access Sites as a System

One of the major needs is to draw together the public access places that now exist and that will be developed in the near future in response to the present planning, so that the entire system of sites is easily available to public visitors arriving by automobile, bicycle, and on foot, and so that the system reads sufficiently as a system that it will become as well known as its attractive potentialities qualify it to be. This will involve quite inexpensive and simple innovations, such as street planting, route signing directed to automobile drivers and to bicycle riders, perhaps a uniform system of graphics, and above all, attention to the cleanliness and general appearance of the area to bring it from a far-below-average to an average condition.

"3. Sewage Retention Basins

As your Memorandum indicates, the proposed construction of sewage retention basins offers both great opportunities and some problems for public access in the Central Waterfront area. We agree completely with the policies stated on page 22 of your Memorandum, and would add only that such retention basins should be built on (that is, under) existing land rather than existing water wherever possible. (The Central Basin site is a typical example of these points).

6/17/71

"4. Small Boat Marina Feasibility

Contrary to long-standing hopes and to the proposals made in the Port of San Francisco's Draft Study Phase I, your staff Memorandum concludes that no site suitable for a small boat marina exists in the Central Waterfront area, with the possible exception of Central Basin. Inasmuch as such a marina is not only useful to sailors but also serves as a very attractive feature for restaurant goers and the general public, we urge that a serious study be made of the physical and economic feasibility of such a marina at Central Basin before this is discarded as a possible use there.

"5. Recreational Ferry Stop

We agree with your conclusion that a recreational ferry landing should be provided somewhere in the Central Waterfront, probably at only one location. (BCDC's San Francisco Bay Plan shows a possible ferry boat landing both in Central Basin and in the China Basin Channel). There is much evidence now to suggest that such a recreational ferry system will be active in point-to-point service around much of the shoreline in San Francisco, Marin, and the East Bay during the next several years. We agree with your staff's conclusion that a landing place and appropriate facilities for such use should be designed into anything built in Central Basin.

"6. A Common Plan

One way to tie down the many areas of mutual agreement would be to put the proposals to be agreed upon in the next several months into a "Special Area Plan" to be adopted by this Commission, by the Port Commission and by the BCDC. Such a plan of course need not settle all of the questions relating to the Central Waterfront, but could appropriately set forth those decisions on use, public access and recreation, sewage treatment facilities, etc., as had been made at the time of adoption. Presumably the Port of San Francisco could and would subscribe to the recreational proposals even if other areas were left to future determination. Such a plan would be a guide to interested parties, both public and private, and would facilitate the continuing cooperation between your Commission, the Port of San Francisco, and the BCDC, which is our common goal.

"7. Implementation

Many of the proposals contained in your staff memorandum (and in the Port's Draft Study Phase I) indicate that there is no bar to immediate development, other than the delays required by detailed planning and design, and the limitations of money. Fortunately,

6/17/71

many of these proposals, either (a) are quite inexpensive, (b) can be financed by non-City, non-Port (i.e., federal) sources of funds and/or (c) can be, in some measures at least, self-financing, because they involve profit-making commercial recreation and construction of public areas can be made part of a commercial project.

"Usual planning practice suggests that what is needed next, and soon, is an "implementation program specifying what activities, including detailed planning, leasing practices, enforcement of laws, and sources of money for acquisition, development and maintenance would be required on behalf of all affected bodies, both public and private, to carry out the proposed site development plans." BCDC Permit No. 16-70 (granted to the Port of San Francisco for certain work at the former Bethlehem Shipyard site known as the "Alvord Grant,") provided that such a preliminary implementation program should be submitted to BCDC by the Port by July 1, 1971. We have just been informed that the Port will have public hearings on its Phase I study on July 28 or August 11 and anticipates publishing the final version of the Phase I report at the end of September. Although the Port's Phase I report is an important step, since its content is parallel to your Memorandum of May 27 and thus will commit the Port to designate certain areas for public access, Phase II--the implementation program--is in our opinion absolutely required as a blueprint of how and when the plan will be carried out.

"It appears to us that roughly 6 months (from now) should be more than adequate time for the preparation of this implementation program, and we will be suggesting December 31, 1971, as the revised target date for the Port to prepare such a program. The complexities of staging larger projects may make it impossible to meet this target date with an implementation program for all the proposed recreation and public access sites, but it should be possible to meet it with respect to most of the sites where the Port is the only or the chief City operating agency concerned. Our BCDC staff will be available to work closely with the Port staff upon request--and we hope that your staff will be similarly available--so that the implementation program will represent the joint intentions of the Port Commission and of your Commission, with whatever contribution our staff can make. (Some very minor improvements, for example, on the south bank of the channel just west of 4th Street, need not even await completion of the implementation program).

"8. Visual Access

Beyond the many opportunities for physical access outlined in the Planning Department staff's May 27 Memorandum and in the Port's Phase I Study Draft, there are additional spots at which public visual access to the water and to activities in the Bay could easily be obtained from

6/17/71

existing public streets. This would require simply removing or altering fences, decayed or obsolete buildings, or vegetation, at almost no expense. These spots tend to be very small and only the most intensive survey can locate them. Perhaps such a survey could be performed in the near future if it has not been made already."

Mr. Baum also submitted a chart which summarized the reactions of the BCDC staff to various specific proposals made in the staff of the Department of City Planning's report and in the more recent report of the Port Commission.

Commissioner Porter remarked that many things had been promised in the South Bayshore Plan which was previously adopted by the Commission; however, it had proven extremely difficult to obtain money to accomplish most of the projects which had been proposed. Under the circumstances, she wondered if Mr. Baum really felt that the projects which were recommended for the Central Waterfront could be implemented without a great deal of money. Mr. Baum stated that he believed that many of the projects proposed for the Central Waterfront could be implemented without a great deal of money; however, a definitive answer to the question would be available in December if the Port Commission were to act on his recommendation that an implementation program be completed by December 31, 1971. In any case, much could be accomplished in the Central Waterfront if an effort were made to clean up the area which is presently extremely dirty; and he pointed out that such a project should not involve the expenditure of a great deal of money.

Commissioner Fleishhacker, noting that Mr. Baum had mentioned that additional fill would be proposed in various areas along the Central Waterfront, asked if any applications for additional fill had been approved by BCDC. Mr. Baum replied that the only fill which had previously been authorized was for the former Bethlehem Shipyard site known as the "Alvord Grant."

Commissioner Fleishhacker, noting that Mr. Baum had recommended that any new sewage retention basin should be built under existing land rather than under existing water wherever possible, asked why the construction of sewage basins under water would not be suitable. Mr. Baum replied that they may be suitable under water; however, he felt that the matter should be investigated.

Alan Friedland, Chief Sanitary Engineer for the Department of Public Works, stated that he intended to submit a master plan for installation of sewage retention basins to the Board of Supervisors for approval in August; and he indicated that most of the basins being proposed could be constructed level with the ground and that the top surfaces of the basins could be used for other purposes. He was pleased that the report which had been prepared by the staff of the Department of City Planning had recognized the need for installation of the retention basins, and he indicated that he agreed with the staff recommendation that marinas should not be constructed in areas where bridges would have to be raised to allow boats to enter or leave.

6/17/71

At this point in the proceedings, Commissioner Ritchie absented himself from the meeting room for the remainder of the meeting.

Commissioner Mellon asked how many of the sewage retention basins would be located under land and how many would be located under water. Mr. Friedland replied that in the Central Waterfront retention basins would probably be constructed under water at China Basin and at Islais Creek because of the size of the basins needed in those areas. In the case of the former, it would probably extend from the westerly end of channel to a short distance east of Sixth Street. Approximately 40 basins would be constructed throughout the city, usually beneath public streets.

The Director remarked that the sewage retention basin which had been constructed in the Marina seems to be working well with no problems. Mr. Friedland agreed and indicated that the Marina facility has won international acclaim as an example of a successful multiple use. President Newman asked about the amount of land which would be needed for the retention basins. Mr. Friedland replied that the volume of the basins would be the most important factor; and he indicated that the depth of the various facilities would ultimately determine their outer dimensions.

Bob Danielson, an industrial developer and a South-of-Market property owner, stated that he had long been concerned about the need for additional recreational facilities in the South-of-Market area; and he urged that a decision be made to reserve China Basin for recreational activities for residents of the area.

John Coney, representing the Waterfront Committee of the Potrero Hill Residents and Homeowners Council, stated that his organization was quite pleased with the report which had been prepared by the staff of the Department of City Planning; however, he recommended that priority should be given to the projects proposed for Warm Water Cove and Central Basin. Furthermore, he believed that people who live south of Market Street should not support any future bond issues for the port unless they contain substantial funds for development of public access to the waterfront. He also suggested that certain areas of the Waterfront should be permanently deeded for public use; and, since the Recreation and Park Department cannot afford to maintain additional park or recreations space, he felt that the continuing maintenance of the areas of the waterfront which might be deeded for public use should be financed from the revenues of some profit-making, non-maritime uses on the waterfront. Some areas which are scheduled for maritime use in the indefinite future, such as Mission Rock at Pier 56, should be improved for temporary public access and use until such time as they are actually needed for port-oriented activities. After considering those recommendations, he hoped that the Commission would act to finalize the plans which had been proposed for the Central Waterfront.

6/17/71

The Secretary called attention to a letter which had been received from S. M. Tatarian, Director of Public Works, in which Mr. Tatarian concurred in general with the findings and recommendations contained in the staff report. The Secretary also summarized a statement which had been received from Assemblyman John L. Burton and which read, in part, as follows:

"As a general policy for the waterfront development, I feel that public access areas and recreational sites should be at a maximum. While recognizing as of a top priority the need to develop the Port commercially, I feel that this development must be done within a perspective that gives significance to the needs and desires of people for access to the Waterfront.....

"Two areas that I wish to single out as of particular importance are the Central Basin area and the Warm Water Cove area.

"The Central Basin area seems to hold the greatest recreational potential on the Central Waterfront. The suggestions of the Potrero Hill Residents and Homeowners Council seem very feasible and are similarly proposed by the Port Commission and the Planning Department. Only the question of a marina gives cause for concern to the Planning Department, but I would hope that the necessary feasibility study would be initiated soon in order to speed up the overall development process for this area.

"Concerning the Warm Water Cove area, I support the position of the Potrero Hill Council and the Planning Department that this area be given top priority for fishing and that any use that would hinder such a usage should be discouraged. In light of this, I oppose strongly the Port Commission's suggestions or proposals for a small craft marina, for an elongated Pier 72, and for a "Cannery type" building....."

Elaine Sundahl, also representing the Waterfront Committee of the Potrero Hill Residents and Homeowners Council, stated that she knew of no opposition to the proposals which had been made by her organization and by the staff of the Department of City Planning.

The meeting was adjourned at 5:00 p.m.

Respectfully submitted,

Lynn E. Pio
Secretary

DIRECTOR'S COPY

SAN FRANCISCO

CITY PLANNING COMMISSION

Minutes of the Regular Meeting held Thursday, June 24, 1971.

The City Planning Commission met pursuant to notice on Thursday, June 24, 1971, at 2:00 p.m. in the meeting room at 100 Larkin Street.

PRESENT: Walter S. Newman, President; Virgil L. Elliott, James J. Finn, Mortimer Fleishhacker, Mrs. Charles B. Porter, John Ritchie, and Hector E. Rueda, members of the City Planning Commission.

ABSENT: None

The staff of the Department of City Planning was represented by Allan B. Jacobs, Director of Planning; Dean L. Macris, Assistant Director - Plans and Programs; R. Spencer Steele, Assistant Director - Implementation (Zoning Administration); Ralph A. Mead, Planner IV - Zoning; James Paul, Planner III - Housing Specialist; Patricia Peterson, Planner II; Edith Winter, Planner II; John Phair, Planner II; Emily Hill, Planner I; Alan Lubliner, Planner I; and Lynn E. Pio, Secretary.

Donald Canter represented the San Francisco Examiner; Ralph Craib and Kevin Leary represented the San Francisco Chronicle.

APPROVAL OF MINUTES

It was moved by Commissioner Porter, seconded by Commissioner Rueda, and carried unanimously that the minutes of the meetings of October 22, 1970 and June 10, 1971, be approved as submitted.

At this point in the proceedings, Commissioner Fleishhacker arrived in the meeting room and assumed his seat at the Commission table.

CURRENT MATTERS

Allan B. Jacobs, Director of Planning, advised the Commission that next Thursday's Regular Meeting may have to be scheduled to start at 1:00 or 1:15 p.m.

The Director reminded the Comprehensive Plans Committee (Commissioners Mellon, Newman, Ritchie) of a meeting scheduled for next Wednesday afternoon, June 30, at 3:30 p.m.

The Director informed the Commission that he had met with Piero Patri, Consultant for the Richmond and Sunset Planning Studies, to coordinate his efforts with those of the Department of City Planning on planning issues in those two areas.

1872

June 24, 1971

At this point in the proceedings, Commissioner Finn arrived in the meeting room and assumed his seat at the Commission table.

The Director informed the Commission that the staff of the Department of City Planning had met with the staff of the Port Commission regarding preparation of the Composite Waterfront Report which has been requested by the Board of Supervisors. Later in the meeting, President Newman named a committee consisting of Commissioners Fleishhacker (Chairman), Porter, and Ritchie to work with a committee of the Port Commission on preparation of the report.

The Director advised the Commission that the Streets and Transportation Committee of the Board of Supervisors was meeting that afternoon to consider a proposed resolution from the Department of Public Works which would authorize an agreement with the California State Division of Highways for a feasibility study of temporary ramp connections to the existing stub ends of the Embarcadero Freeway. He indicated that a representative of the Department of City Planning would be present at the meeting to oppose any expenditure of funds which would perpetuate the elevated freeway structure.

Commissioner Porter, noting that the San Francisco Planning and Urban Renewal Association had recently issued a report calling for an exclusive right-of-way for Municipal Railway street cars through the West Portal area, asked if plans for the West Portal area could be changed at this point in time to accommodate SPUR's new proposal. The Director replied that the SPUR proposal would call for parallel parking rather than angle parking along West Portal Avenue; and, as a result, the amount of parking available in the area would be greatly reduced. Under the circumstances, he would not be prepared to entertain SPUR's proposal unless practical suggestions were to be made for an alternate location for the parking now available.

Consideration of Guidelines for Redevelopment

The Director remarked that the staff of the Department of City Planning had been working with the Comprehensive Plans Committee of the Commission since February to determine the role which redevelopment could play in carrying out the Improvement Plan for Residence. During the period when citizens were reviewing the Improvement Plan for Residence, the desire of neighborhood groups for greater certainty concerning future development projects had become apparent; and, in addition, the Board of Supervisors had asked the staff of the Department of City Planning to comment on possible redevelopment proposals. In the light of public discussion of proposals for new projects, President Newman, acting on behalf of the Commission, had forwarded to the Board of Supervisors a letter indicating that the Commission would prepare a statement setting out its position on future redevelopment projects and priorities, in fulfillment of its responsibilities in redevelopment planning. The report on suggested guidelines had been prepared by the staff and by the Comprehensive Plans Committee of the Commission; and copies of the report had been mailed to the individual members of the Commission for their review.

The Director indicated, however, that he had been informed that the Redevelopment Agency felt that it had not been given sufficient time to review the final recommendations contained in the report; and, therefore, the agency had requested that discussion of the matter be postponed by the City Planning Commission for one week.

Commissioner Porter asked when the final recommendations of the staff had been made available to the Redevelopment Agency. The Director replied that the final report had been mailed to the Redevelopment Agency on Monday afternoon.

Commissioner Fleishhacker remarked that the Redevelopment Agency must have been aware of the nature of the recommendations before receiving the final report through the mail. The Director then acknowledged that the matter had been discussed with representatives of the Redevelopment Agency on a number of occasions.

After further discussion it was moved by Commissioner Porter, seconded by Commissioner Rueda, and carried unanimously that discussion of the proposed Guidelines for Redevelopment be postponed until the meeting of July 1, 1971.

Consideration of Recommended Housing Programs Contained in the Improvement Plan for Residence

Allan B. Jacobs, Director of Planning, reported on this matter as follows:

"On April 8th, the City Planning Commission adopted the Plan for Residence as part of the City's Master Plan. On the same day, the Commission considered action to forward the recommended housing programs which stemmed from the adopted Master Plan policies to the Board of Supervisors. During discussion Commission members raised several questions concerning certain housing program recommendations. To aid in assessing the intent of the proposed programs, the City Planning Commission requested the staff to provide some additional information based upon experience in other cities where similar programs are in operation. Specifically, the Commission requested more information on tenant information services, escrow accounts, and housing courts.

"In response to this request, the staff prepared, in the brief time available, a memorandum summarizing the operations of similar programs in other cities and states across the country. This memorandum, along with a package of legislation adopted in other jurisdictions, was distributed to the Commission in May.

"The recommended housing programs are considered by your staff and by many citizens who spoke at the Plan for Residence public hearing, as extremely important tools for implementing the objectives and policies adopted by this Commission in April of this year. The Commission may recall that since many of the proposed recommendations

June 24, 1971

deal with code enforcement, Mr. Goldberg of the Department of Public Works, Bureau of Building Inspection, personally appeared before you and expressed his enthusiasm for enacting these housing programs.

"The Commission's action formally authorizing submission of the recommended programs to the Board of Supervisors for further consideration would be an important step in carrying out Master Plan policies. Consequently, it is the Department's hope that today the City Planning Commission will approve the basic approach and intent of the programs suggested for carrying out the Improvement Plan for Residence and will authorize the Director to forward these programs to the Board of Supervisors and other relevant bodies for their consideration."

Subsequently, the Director recommended the adoption of a draft resolution which read as follows:

"Resolved, that the City Planning Commission approves the basic approach and intent of the basic program suggested in the preliminary reports for carrying out the plan for residence and authorizes the Director to forward these programs to the Board of Supervisors and other relevant public bodies for their consideration."

It was moved by Commissioner Fleishhacker and seconded by Commissioner Finn that the draft resolution be adopted.

Commissioner Porter stated that she still had many questions regarding escrow accounts and housing courts; however, she was satisfied that the questions could be answered at higher jurisdictional levels. She stated that she intended to vote for adoption of the draft resolution.

Commissioner Fleishhacker remarked that approval of the "basic approach and intent" of the programs would not amount to the same thing as approving the programs themselves. The Director confirmed that he was only recommending endorsement of the basic approach and intent of the programs and not endorsement of the programs themselves at the present time.

Commissioner Finn stated that he had satisfied himself that the basic intent of the programs would be praiseworthy; and, although he still had some reservations regarding specific details of the programs, he stated that he would support adoption of the draft resolution.

Commissioner Rueda stated that he favored adoption of the draft resolution. He also indicated that he would like to make a statement later in the meeting regarding an area-wide housing program.

Commissioner Ritchie stated that he had reflected on the issues involved in escrow accounts, housing courts, and tenant information services to some considerable extent since the last time that the programs were under discussion by the Commission. He had expected that individuals and neighborhood associations

that with the introduction of the new management system, the company's productivity would increase and the cost of production would be reduced.

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would appear to speak in opposition if they were opposed to such programs; however, to his knowledge, no one appeared to speak in opposition to the proposals. Under the circumstances, he indicated that he would be willing to vote for adoption of the draft resolution.

Patrick Devaney, Housing Specialist for the San Francisco Council of Churches, wished to congratulate the Commission on the action which it proposed to take in acting on the Director's recommendation for adoption of the draft resolution.

Commissioner Finn asked how many copies of the Improvement Plan for Residence had been distributed. The Director replied that approximately 3,000 copies of the first draft of the Improvement Plan for Residence has been distributed throughout the community. Approximately 1,000 copies of the revised version of the report were distributed. In addition, the staff of the Department of City Planning had distributed numerous newsletters and had appeared at many neighborhood meetings to discuss the proposals.

Edith Witt, Housing Representative for the Human Rights Commission, stated that her Commission, meeting earlier in the day, had adopted a resolution which called for a solution of existing housing problems and which had mentioned the importance of the implementation programs which had been cited in the Improvement Plan for Residence.

Bernard Cummings, Urban Renewal Coordinator, stated that implementation of some of the housing programs being proposed would help to spread the benefits of the FACE program throughout the City.

When the question was called, the Commission voted unanimously to adopt the draft resolution as City Planning Commission Resolution No. 6728, to approve the basic approach and intent of the programs suggested in the preliminary reports for carrying out the plan for residence, and to authorize the Director to forward the programs to the Board of Supervisors and other relevant bodies for their consideration.

Commissioner Rueda proposed the adoption of a resolution which would express the Commission's displeasure with the failure of the President of the United States to promote programs for low-cost housing in the suburbs. The members of the Commission indicated their general agreement with Commissioner Rueda's proposal; however, after discussion, the Commission decided to defer action on the proposal pending preparation of a draft resolution by the staff of the Department of City Planning which would embody the sentiments which had been expressed by Commissioner Rueda.

At 2:55 p.m., President Newman announced that the meeting was recessed. The members of the Commission then proceeded to Room 282, City Hall, and reconvened at 3:30 p.m. for hearing of the remainder of the agenda.

3:30 P.M. Room 282 - City Hall

Joint meeting with Landmarks Preservation Advisory Board for presentation of Jackson Square Historic District report.

The Commission was joined by Mr. Stover, Mr. Whitaker, Mr. Whisler, Father Mc Gloin, and Mrs. Mailliard of the Landmarks Preservation Advisory Board for presentation of the report.

Allan B. Jacobs, Director of Planning, made the following introductory remarks:

"The report which is being presented to you today is the result of a considerable amount of staff work as well as a great deal of assistance from members of the Landmarks Board, in particular Mr. Stover, Mrs. Platt, and Mr. Whisler. I would especially like to thank these members of the Landmarks Board for their assistance.

"As you may recall the first area of the City where a rather large number of landmarks were designated quite early in the Landmarks Board's program was the area known as Jackson Square. To date, some 16 separate buildings have been so designated. The Commission felt that there were sufficient grounds, given this concentration of landmarks, to consider designation of the area as a historic district and requested the staff to investigate the feasibility of such a designation.

"The staff has made a study of the Jackson Square area and has formulated a proposal for consideration by the Landmarks Preservation Advisory Board and the City Planning Commission. An outline of proposed legislation has also been prepared and will be discussed, however, it should be considered secondary at this time. The primary reason for consideration of this report is to determine whether it is desirable to designate the historic district. If the decision by the Landmarks Board and City Planning Commission is affirmative, the specific legislation to accomplish the designation will then be required.

"I would like to emphasize that today was specifically scheduled for the presentation of the staff report and that the only actions which should be considered by the Commission would be to accept the report and to authorize its transmittal to the Landmarks Board for consideration."

R. Spencer Steele, Assistant Director - Implementation (Zoning Administrator), utilizing photographic slides, described the study which had been undertaken by the staff, summarized the report, discussed the objectives which would be sought by establishment of an historic district in the Jackson Square area, and commented on ways which those objectives might be implemented.

The Director recommended that the Commission accept the report from the staff and authorize its transmittal to the Landmarks Preservation Advisory Board for their consideration and recommendations.

Don Stover, President of the Landmarks Preservation Advisory Board, expressed his appreciation to the staff of the Department of City Planning for the work which they had done in preparation of the report.

W. Stanley Whitaker, a member of the Landmarks Preservation Advisory Board, congratulated Mr. Steele on his presentation, also.

After discussion, it was moved by Commissioner Porter, seconded by Commissioner Fleishhacker, and carried unanimously that the report be accepted by the City Planning Commission and that it be transmitted to the Landmarks Preservation Advisory Board for their consideration and recommendations.

The meeting was adjourned at 4:34 p.m.

Respectfully submitted,

Lynn E. Pio
Secretary

The Bureau was organized in 1901, and since that time has been engaged in the study of the various problems connected with the administration of the Government. The Bureau has been successful in its work, and its reports have been of great value to the Government.

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